

FIFTEENTH EDITION, 1933.

Revised by Dr. E. F. NEVE, F.R.C.S.

THE
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TO
KASHMIR, LADAKH,
9895
SKARDO, &c.

913.05

Kas/N.N.

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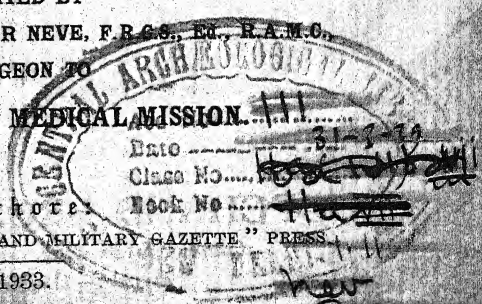
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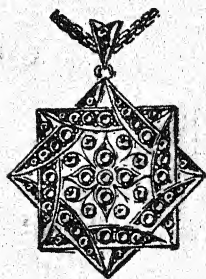
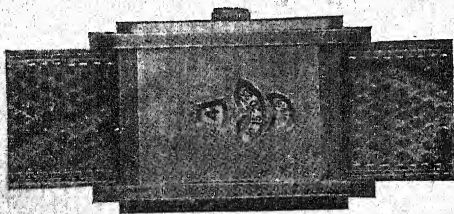


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PREFACE TO THE FIFTEENTH EDITION, 1933.

In this edition the general arrangement of the former ones has been maintained. Some new information has been added and several mistakes corrected. As far as possible, the information has been brought up-to-date.

Visitors should, however, obtain reliable information as to current prices as there are great fluctuations. Constant attempt at imposition should be resisted.

Many changes have recently been made in Kashmir. In Srinagar, roads have been widened and traffic regulation introduced. A new road has been constructed round the edge of the Dal Lake to beyond the Palace. Motor roads have been extended. The Jammu-Banihal road has become popular.

The Valley has always been liable to floods. Dredging having been abandoned, the danger will now be greater, in spite of the improved embankments.

Kashmir has shared in the economic depression. The loss of revenue has been serious. In 1931-32 political agitation first assumed serious proportions. Started by the Muslims and directed against the State Administration, communal strife ensued, especially in the Jammu district, but also in Kashmir. It is to be hoped that wise measures of reform will allay the popular unrest.

Electric power is now used for the Silk Factory and also for lighting Srinagar, Baramulla, Uri, Rampur, Pattan, Sopur and Gulmarg. Rice and flour mills are worked and also the steaming plant at Baramulla for cutting and preparing walnut wood for Government rifle factories, etc.

My thanks are due to all who have kindly forwarded corrections, especially W. S. Talbot, Esq., C.I.E., Lt.-Col. J. A. Brooke, Captain Griffith Williams, Major Thomson Glover and Major W. B. Cunningham.

Travellers will render a much appreciated service if they will point out mistakes and send details of any interesting, new or altered routes.

MUNSHI BAGH, SRINAGAR.

ERNEST F. NEVE.

Wahton
Wakina
Walla
Wanga
Wania
Wardwa
Waris
Wastar
Waterw
Watlab
Watreh
Wean
Winter
Wogra
Wottu
Wompu
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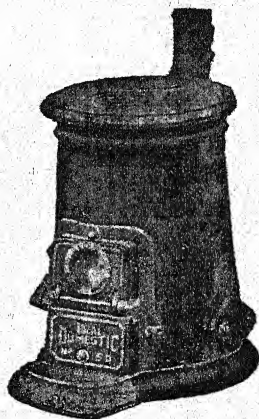
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INTRODUCTION.

THIS little book does not profess to describe the country but only to guide travellers to those portions best worth seeing. The books mentioned will give information about the country which it is beyond our scope to supply. This book was the first attempt towards guiding travellers out of the beaten tracks, and it laboured under the disadvantages incidental to the attempt to compile trustworthy routes out of the vague and poetical description of books of travel, or from mere hearsay information. Many of the less known routes have been traversed by the author, and others have been tested by enquiry from more than one traveller, so that the inaccuracies should be unimportant.

RULES FOR VISITORS.

These have been elaborated of recent years, and every traveller should possess a copy, which may be obtained, price eight annas.

The chief rules relate to the following subjects :—

1. Permits to travel.
2. Limits of travel.
3. The prescribed routes between the Punjab and Kashmir.
4. Special rules for Srinagar, the obtaining of servants, sites for camping, milk supply, and firewood.
5. Rules for house-boats, dungas and extra boatmen, rates, sanitation, &c.
6. Gulmarg rules.
7. Transport arrangements.
8. Game and fisheries regulations.

Some further details regarding the principal rules will be found at page 178.

When in doubt, the Director of Visitors' Bureau should be consulted.

INTRODUCTION.

MAPS.

If travelling out of beaten tracks no one should be unprovided with good maps.

The TRIGONOMETRICAL SURVEY SHEETS, scale 2 miles or 4 miles to the inch, are the only good ones.

ATLAS OF INDIA.—Sheets, scale 4 miles to the inch unmounted, Rs. 2 per sheet; mounted on linen and folded book form, Rs. 4.

28. Kashmir, Abbottabad, Murree, Punch, Pir Panjal, Sind Valley, &c.

44-A. N.-W. Baltistan or Little Tibet.
S.-W. " " "

S.-E. Karakorum.

45. N.-W. Baltistan.
N.-E. Ladakh, Nubra.
S.-W. Suru.
S.-E. Leh.

63-A. Eastern Ladakh and Upper Indus.

There are other sheets of surrounding countries; the trans-frontier ones being on a smaller scale.

But the author strongly recommends the new survey map on the scale of 4 miles to the inch in colours and with contours and 1 mile to the inch, from the Survey of India Office (Map of Record and Issue Branch, Calcutta). Price Re. 1-2-0, coloured. No. 43 J.-16 contains Srinagar District Standard Sheet.*

The outline sketches in this book merely illustrate the routes described. The author will be indebted to any one who will inform him of mistakes, and alterations requiring to be made, or who will supply itineraries for other routes.

BOOKS.

A new edition of the Imperial Gazetteer of India will contain much reliable information about Kashmir.

Books of travel are numerous, while there are some subjects, about which nothing has yet been written.

* See map appended.

Most of the following books will be found in the Public Library at Srinagar. While only mentioning some of the principal works, we describe also their scope. No full account of modern history has yet been compiled. Such can be gleaned from various books. Of these, the most important, in many ways, is Drews' *Kashmir and Jammu Territories*. It is a systematic work on the geography, ethnography, &c., of the whole region, most of it derived from his own personal knowledge. An abridged edition, called the *North-West Frontier of India*, has been published.

The best general description of the people and social condition is by Sir Walter R. Lawrence, Bart., entitled *The Valley of Kashmir*. This gives many original facts about the people of Kashmir and the Land Settlement, and is a generally reliable compilation of the statistics, history, geology, flora and fauna of the Valley proper.

General descriptions of the Valley proper may be found in guide books such as Ince's which was re-written a few years ago by Col. Joshua Duke, I.M.S. Among the older books are the *Travels of Bernier, Vigne, Hugel, Jacquemont and Moorcroft*. Vigne knew the Valley intimately, and also visited Astor and Skardo but his book is badly arranged and discursive.

Books by Doughty, Pirie, Huntington and others may be seen in the Club Library.

An older book, *Hyderabad, Kashmir, Sikkim, and Nepaul*, by Sir R. Temple, has good coloured illustrations of Kashmir.

Hugel and Jacquemont were travellers of scientific tendencies. Moorcroft is one of the best authorities on Ladakh, but also saw a good deal of the Valley. The *Official Gazette* is a valuable book, but is treated needlessly, as confidential by the Government and still contains much that is out of date.

Picturesque Kashmir, illustrated by numerous full plate reproductions of Sir Geoffroy W. Millais' beautiful photos and *Thirty Years in Kashmir*, both by Dr. A. Neve are in the Club Library.

The work published by Sir Aurel Stein, entitled *Kashmir's Rajatarangini*, may well be called monumental, and will be of great interest to all who are interested in the ancient history or archaeology of Kashmir.

Elmslie's *Kashmir English Dictionary* gives a good deal of useful information, in addition to its linguistic value. So also does Knowles' *Dictionary of Kashmir Proverbs*. The language is rich in proverbs which throw considerable light on the customs as well as the dialects of the country.

The Rev. Graham G. Bailey has written a small book on the hill dialects round Kashmir.

Rev. J. Hinton Knowles, B.D., has published a volume of *Kashmiri Folk Stories and the Old Testament in Kashmiri*.

The *New Testament* was translated into Kashmiri by the late Rev. T. R. Wade, B.D., a former Missionary in the Valley, who also compiled the first grammar of the language, on which Sir G. Grierson has recently published a valuable book.

The archæology of Kashmir has been investigated by several. Cole's *Ancient Buildings in Kashmir* is a well illustrated standard work. Cunningham wrote on the coins and temples, and Cowie supplemented the latter (Journal, Asiatic Society).

Burrard and Hayden's *Geography and Geology of the Himalayas and Tibet* is of great importance and interest.

In the *Geological Survey Reports*, by Blandford, is an account of the Geology, also by Dr. Lydeker in the same reports. Middlemiss has done important work since—*vide* Geological Reports, 1911. For the Botany, Boyle's *Himalayan Botany* gives reliable information which is fairly complete, and both Noel's and Coventry's *Illustrations of Kashmir Flowers* are good. *Beyond the Pir Panjal*, by E. F. Neve, describes Kashmir as a whole.

Turning to Jammu and the outer hills, Drew is the only authority. For Astor also Drew is good, and Vigne visited it before it was absorbed by Kashmir. Gilgit has been described by Leitner in his work on *Dardistan*, and Drew, who governed it for a short period. Colonel Biddulph, formerly of the Gilgit Agency, published a concise work on the *Tribes of the Hindu Kush*, now rather out of date.

Dr. Thompson's *Travels in N.-W. Himalayas and Tibet* described Skardo and Shayok, for which also compare Vigne and Drew, while Thompson, Vigne, Moorcroft, Cunningham, Bellew (Kashmir and Kashgar), Torrents, Cowley, Lambert, Mrs. Bridges, Drew and the Hebers have all written about Ladakh. The intermediate regions of Zaskar and Suru have been seldom visited except by sportsmen. An interesting, but not quite reliable, account of a journey through the country may be found in the *Abode of Snow*, by Wilson.

Books on *Climbing* include those by Sir M. Conway, Dr. Collie and Mr. Eckenstein, Mrs. Bullock Workman and Dr. Hunter Workman's recent book *Nun Kun* is of special interest to climbers.

The Yarkand routes have been repeatedly described by travellers, especially Shaw in *High Tartary*; Gordon in *Roof of the World*, Bellew *opicit*: Hayward and Johnson, in the Royal Geographical Society Transactions. Finally, books on sporting must be mentioned; Colonel Ward's *Sportsmen's Guide* is a useful and accurate little book; Col. Kinloch's book, *Large Game Shooting in the Himalayas*, is well got up and beautifully illustrated.

Knight wrote an interesting book on his travels in Kashmir, Ladakh and Hunza, entitled *Where Three Empires Meet*. Lord Curzon published an account of his journey to the Pamirs: Sir Geo. Robertson wrote a book on Kafiristan and another on the Siege of Chitral, and in connection with the frontier question several books have been published.

Colonel Durand's *Making of a Frontier* deserves special mention.

Sir Francis Younghusband's *Kashmir* is good and the coloured plates by Lt.-Col. Molyneux very successful.

More recent are *The Charm of Kashmir*, by Vincent Scott O'Connor, beautifully illustrated in colours by Miss Hardenfeldt, *Kashmir in Sunlight and Shade*, by the Rev. C. E. Tyndale Biscoe, and two books by Dr. E. F. Neve, *A Crusader in Kashmir* and *Things Seen in Kashmir*. Messrs. Seeley Service and Company publishers. These are obtainable from Messrs. Lambert, Srinagar.

INTRODUCTION.

v

THE MAHARAJA'S DOMINIONS.

Kashmir is but one Province of the extensive dominions of Maharaja Sir Hari Singh, the approximate area of which is 84,000 square miles.

The last Census shows that there are over three million inhabitants—a number more than a million in excess of the estimate made in 1873 A.D. Of this total more than two and a half million are Muhammadans, who in the Province of Kashmir, are in an overwhelming majority.

The population consists of races varying most widely in their characteristics; the warlike and independent Sikh merges into the Dogra Jammu, and these again into the hillmen of the southern districts.

But crossing the Snowy Pir Panjal Range we come to a race—the Kashmiris—remarkable for the possession of a fine physique, but little manliness; a quick intelligence, but with some exceptions, few moral qualities.

To the north of this, again, we have races of Mongolian type—squat, sturdy, and simple—occupying Ladakh, and gradually blending down the Indus Valley with the Dard and Galcha peoples of Astor and Hunza.

The division of these territories into three great groups is due to the position of the mountain ranges; and it is a division which embraces, in a general way, the religions and languages of the people, as well as the climate and natural products of the country.

ADMINISTRATION.

The Kashmir State is ruled by His Highness the Maharaja Sir Hari Singh, K.C.I.E., K.C.V.O., who is nephew of the late Maharaja Sir Partab Singh. His Highness is assisted by Ministers of State. The British Resident is in touch with the Darbar. In winter he lives at Sialkot or Jammu, and in summer at Srinagar or Gulmarg. Lt.-Col. Bailey, C.I.E., is the present Resident. There is an Assistant Resident who is also Joint Commissioner of Ladakh.

There is a British Prime Minister and the Medical, Police and Forest Departments each have British officials in charge under the Darbar. These usually reside in Srinagar. There are also Postal and Telegraph Superintendents, who are Imperial officials. In connection with the Imperial Service Troops there is a British Chief of Staff.

NATURAL PRODUCTS.

Among the wild animals, most noteworthy are the bear, leopard, stag (*bara singha*), ibex, and *markhor*. Game is getting scarce, but bears are still numerous in some parts.

Foxes, and monkeys are plentiful in some districts. Flies, mosquitoes, and parasitic insects are almost a speciality. Bees are kept by the peasants, and the State is paying much attention to the culture of silkworms.

Among the chief trees are cedars, pines and spruces in the mountain forests; planes (*chenar*); poplars and willows in the Valley; while fruit trees—apple, pear, quince, peach, mulberry, walnut, &c.—abound.

Rice, wheat, barley, and maize are the staple grains, millet is also grown. Vegetables, such as pumpkins, cucumbers, turnips, radishes and cabbages, are abundant; all English vegetables can be easily grown. From the lakes the people obtain water-nut (*singhara*) and lotus roots (*nadru*).

Few Kashmiri products are of very good quality and so, too, are few domestic animals of superior breed. Good wool is obtained from which cloth (*puttoo*) is manufactured; and the fine wool of the goat supplies *pashmina*, from which shawls are made. Among other industries may be mentioned leather-work, such as shoes and trunks, copper and silver engraving, paper and wine making, and lacquer work on *papier-mache*.

But carpet manufacture in which several English firms are engaged, now occupies a most important position.

The want of proper communications with the outer world has hindered the development of the commercial resources of the country, but, although railway surveys have been carried on for twenty years at great expense, nothing points to the actual undertaking of construction. Schemes are taken up and dropped.

HISTORY.

The earliest authentic records show Kashmir as a mere dependency of Indian kingdoms. For the ancient history see Chapter IX. In the beginning of our era, and again in the 14th century, it was held by Mongolian kings. At other periods it was held by Pathan kings, especially Mahmud of Ghazni in the 11th century, and the Dourani rulers, who succeeded to the spoils of the northern parts of the Moghul empire on its disruption in the 17th century. It was during the Moghul epoch that Kashmir attained its greatest fame.

Akbar, who conquered it in 1587, visited it frequently. Jehangir and his queen, the beautiful Nur Mahal, adorned the Valley with palaces and gardens, and they or their successors built massive *serais*, or rest-houses, along the chief routes to the Valley. At that time the Jhelum Valley route was little used.

The Sikhs conquered Kashmir in 1819, and held it till the death of Ranjit Singh.

Meanwhile the Raja of Jammu, Gulab Singh, was extending his conquests. Ladakh, Skardo, Gilgit and Astor were annexed. Partly with the view of detaching him from the Sikh power, then threatening our borders, he was secured by treaty in possession of the newly conquered territory, and the Valley of Kashmir was also bestowed on him. He died during the Mutiny when his troops assisted in the storming of Delhi. His son, Ranbir Singh, ruled till 1885, and was followed by the late Maharaj Sir Partab Singh, who died in 1925 and was succeeded by H. H. Sir Hari Singh, G.C.I.E., K.C.V.O.

RECENT EVENTS.

Recent years have witnessed many improvements; much has been done by the land settlement, by which the status of the cultivators has been already raised. Financial reforms are also doing much to prevent waste and misappropriation of public money, and to provide surpluses available for works of public utility, which were, till lately, conspicuous by their absence.

Military reforms have been initiated which have transformed the State army into a force which may be relied on to assist in frontier defence.

The conquest of Hunza completed the consolidation of the most northern portion of our frontier, and has put a stop to brigandage on the Karakorum trade routes.

At the close of 1895, Sir George Robertson held a great Darbar at Gilgit, at which Chiefs of all the surrounding tribes were present. This inaugurated a new era in that region. Valleys devastated by inter-tribal warfare are becoming fertile under the *Pax Britannica*; and the arts of civilisation thrive, without interference, by the sovereign power with the internal political autonomy of each tribe.

The outbreak in Chitral, the heroic defence of Chitral Fort by a handful of English officers and Native troops, the gallant march of Colonel Kelley's small force from Gilgit, and the rapid and successful advance of Sir Robert Lowe's Column through Swat, deserve special mention.

Since the work of the Pamir Boundary Commission was finished Kashmir territory joins that of Russia, as well as China.

In Kashmir itself there have been some noteworthy events.

The cholera of 1892 will long live in the memory of the people. It decimated the city of Srinagar, and spread most disastrously to the villages, in which over 6,000 deaths occurred. The increased facilities for communication with the Punjab will probably tend to introduce cholera more frequently in the future. The necessity for improved sanitation and a trustworthy water-supply has been recognised. Metalled roads with side drains have been constructed in some parts of the city, with benefit to the passengers and householders as well as to sanitation. But the habits of the people are as yet unchanged and the Augean stable is yet but little cleaned.

The WATER-WORKS were completed under the skilful direction of the late Sir M. Nethersole, and an ample supply of pure water is now available for every part of the town as well as the European. It was probably due to the good

water supply that the cholera epidemics of 1900—1907, 1914, 1919, 1925 and 1929 got so little footing in the city.

In July 1893 there was an unprecedented flood, which swept away most of the bridges in the city, and damaged many houses, besides submerging miles of land and ruining the crops. This drew attention to the need of preventive works, but the matter has never been taken adequately in hand. High floods are now of frequent occurrence. Loftier embankments have been thrown up and a very large FLOOD CANAL constructed, which takes flood water direct from above the city to the Wular Lake, near Pattan. The thorough use of small mobile dredgers to remove the heavy continuous deposit of silt is a desideratum. Some new bridges have been constructed, one of which the "Partab Singh Kadal," is a specially handsome and well-built structure. It replaces the old "Amira Kadal."

The LAND SETTLEMENT deserves more than a mere passing eulogium for it transforms the conditions of the peasantry. Under the old regime "the revenue officials, from highest to lowest, combined to rob their master and to despoil the people."

The revenue was collected in kind, and entirely managed for the benefit, not of the State, nor of the poor of the city, but of the great army of Hindu officials. The whole Local Government—the Governor of Srinagar and the District Tahsildars—were partners and managers of a grain dealing firm; and it was from this traffic that they derived the major portion of their incomes. When the late Maharaja Ranbir Singh tried in 1873 to collect the revenue in cash he was thwarted by the opposition of the officials; and this opposition required both tact and perseverance on the part of the European Settlement Commissioner. The work, begun by Mr. now Sir Andrew Wingate, was carried on and brought to a successful issue under Mr. now Sir Walter Lawrence, who was supported throughout by the Maharaja and State Council.

As the settlement progressed it gained the confidence of the people. The assessment on the Lal Tahsil were announced in 1889, and the peasantry soon learnt that the new *bandobast* introduced freedom. While relieving the exactions on every kind of produce, the assessment was a light one and was fixed for ten years. The value of land was at once enhanced; but it was wisely determined not to grant the villager rights of sale or mortgage, which might have relieved him from official imposition only to make him the slave of the money-lender, as in parts of British India.

In this way the cultivators secured the reward of their labours, with the result that much waste land was soon taken up. It may be asserted that the Kashmir peasantry with their little vegetable gardens, their poultry

and sheep, with their abundant fruit trees, with vast mountain grazing grounds, and privileges in the way of firewood and forage, are now exceedingly well off except those whose fields are liable to recurrent flooding. When the ryot flourishes, the revenue of the State also grows.

But in no way have the Muhammadan labourers been more relieved than by the abolition of forced labour on the Gilgit road or to Jammu, etc., on State service. In 1889, at the height of a cholera epidemic, eight or ten thousand coolies were sent off hastily to Gilgit; and thousands of others had to pay heavy bribes to escape impressment. The mortality along the road from cholera among the ill-fed, ill-clad coolies, was fearful. All this has been changed.

Baggage animals have been drawn from all sides: in 1895 over fourteen thousand animals were voluntarily supplied to the Commissariat Department.

Experience tends to show the unwisdom of altogether withdrawing the time-honoured system of compulsion from the Kashmiri.

If quite left to himself he refuses to sell his farm produce except at exorbitant prices, and he declines to assist travellers. The higher the prices the less he needs to work. It has been found advisable to insist on labour for roads and canals, paying good wages.

The work of road construction has made steady progress, the Gilgit road has been completed; the cart road from Baramulla to Srinagar was opened for traffic in 1897, and the bridge road to Leh has been much improved. District roads, available for motor traffic have also been made to Islamabad, Pahlgam, Vernag, Kulgam, Shupiyon, Tsrar, the Lolab and Bandipur. Both at Srinagar and Gulmarg there are many new houses, and new churches.

Allusion must be made to the improvement in the Kashmir forests, which had been so exploited that deodar would soon have disappeared from even the remotest ravines. In many parts it has already gone. Such a source of future revenue needs careful guarding.

But due respect should be paid to the need of the villagers who are, perhaps, rightly aggrieved at the interference with former grazing and other privileges.

The death of Raja Sir Amar Singh in 1909 was a good great loss to the State.

Nothing is of better augury for the prosperity of the country than the readiness His Highness the Maharaja has ever shewn to institute reforms and the cordial relations of the State authorities with the Resident, who represents the Imperial Government. And the author may be permitted here to acknowledge the kindness and favour which His Highness extends personally to the agents of the Church Mission Society in their educational and medical work among the people of Kashmir.

STATE OF JAMMU AND KASHMIR, 1932.

Maharaja	.. H. H. Sir Hari Singh, G.C.S.I., G.C.I.E., K.C.V.O., etc.
Resident	.. Lt.-Col. Bailey, C.I.E., I.C.S.
Assistant Resident (also for Leh and Ladakh)	.. Captain C. C. L. Ryan.
Headquarters of above	.. Srinagar in winter; Leh in summer.
Political Agent, Gilgit	.. Major Gillan.
Assistant Political Agent, Chilas	.. Captain Wooldridge.
Chief of Military Staff	..
Director, Medical Services	.. Lt.-Col. Miller, I.M.S. (Rtd.).
Residency Surgeon	.. Major Pyper, I.M.S.
Accountant-General	.. P. D. Pande, Esq., M.A.
Chief Conservator, Forests	..
Inspector-General of Police	.. E. G. D. Peel, Esq.
Chief Electrical Engineer	.. L. C. Bose, Esq., E.E.
Chief Engineer, P.W.D.	..
Settlement Commissioner	.. Pandit Anant Ram, B.A., E.E.
Superintendent of Post Office	Pratt Johnson, Esq.
State Rakhs	.. Kunwar Bhim Sen.
Game Preservation	.. Major Anchal Singh.
Sericulture	.. H. K. Lal, Esq.
Research	.. M. F. Kaul, Esq. M.A., M.O.L.

ABBREVIATED LIST.

ADMINISTRATION.

Prime Minister	.. Col. E. J. D. Colvin, I.A.
Army Minister	.. Major-General Nawab Khusru Jung.
Revenue Minister	.. V. N. Mehta, Esq., I.C.S.
Special Minister	.. L. W. Jardine, Esq., I.C.S.
Home Minister	.. Wajahat Husain, Esq., I.C.S.
Chief Justice	.. Sir B. J. Dalal.
Finance Minister	.. R. B. Thakur Kartar Singhji.
Governor	.. Sardar Attar Singh.
Zenana Hospital	.. Dr. Hartley, M.B., CH.E.
Technical Institute	.. Lala Ralla Ram.
Kashmir Valley Food Control	Captain W. R. G. Wreford.
Horticulture and Agriculture	Pandit Mukand Ram, Fotadar, B.SC., M.S.
Chief Medical Officer	.. Dr. Bhalla.
Health Officer	.. Dr. Kul Bhushan.
Senior Supdt. of Police	.. S. Wazir Mohamed Khan.
Director, Visitors' Bureau	.. Rai Sahib PanditShamSunderLalDhar, B.A.

Visitors will find this gentleman of great assistance to them in making their arrangements. He is a Magistrate and difficulties with boatmen and servants may be referred to him.

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GUIDE TO KASHMIR.

CHAPTER I.

THE KASHMIR TOURIST.

THE first scanty tribe of human beings who, wandering eastward from the primitive home of their race, scaled the mountain barriers of the Punjab, and looked across the wild peaks and ridges to the northwards, would with difficulty have believed that in the heart of that apparently interminable chain of rocky summits there was embosomed a lovely valley far exceeding in beauty and fertility even the richest and loveliest of those Central Asian valleys of which their ancestral traditions told them.

The Valley of Kashmir owes its fame, doubtless, not less to the wild grandeur of the barriers which surround it than to its own intrinsic loveliness. It is this contrast which has led the poets of all nations to speak of it as an "emerald set in pearls." But the varied beauties of Kashmir appeal to every want and taste. For the cultivator of the soil, there is fertility of land, abundance of water, variety and plenty of natural products, whether grains or fruits. For the herdsman, there is rich pasturage and broad meadows. The sportsman finds game in the jungles and along the mountain sides. The fisherman finds ample use for the rod, the artist for his sketch-block and colours, the archæologist, linguist, botanist or geologist, may well whet their enthusiasm over the stately Buddhist ruins, the luxuriant vegetation, or the many geological problems awaiting their investigations; while they, who have neither hobbies nor inclinations, who want but rest and amusement in a lovely country and pleasant climate, can take their fill out of Nature's bounty.

Thus we find quite enough to account for the growing popularity of Kashmir, not only as a hill station, but as a sanitarium.

AS A SANITARIUM.

Owing to its distance and the absence of suitable accommodation, invalids naturally hesitate to go so far in search of health. We doubt if this hesitation is justified. Murree is within $2\frac{1}{2}$ hours by motor from the Rawalpindi Station; and with the good road which was opened a few years ago the journey is no longer difficult. It may be accomplished in one day. The climate of Kashmir is eminently suitable for Europeans. We ought rather to say the climates of Kashmir, for as much variety, whether in temperature or humidity, &c., can be obtained in different parts of Kashmir as in the whole of Europe, from the shores of the Mediterranean to the North Cape.

CLIMATE.

The climate of the Valley Proper, until quite the end of May, is similar to that of Switzerland. As the summer advances, it becomes somewhat relaxing, especially in the neighbourhood of the extensive lakes and marshes; but the heat scarcely, if at all, exceeds that of South Italy. Up any of the numerous and beautiful side valleys, or upon the meadowy slopes and margs of the Pir Panjal, almost any gradation of climate is obtainable. Thus, while at Srinagar, in July, the mean temperature is about 75° , in the Lidar or Sind Valleys at a height of 7,000 feet, the mean would scarcely exceed 65° ; at Sonamarg in the Sind, Aru in the Lidar, or at Gulmarg—all of which are above 8,000 feet—the average daily temperature never exceeds 60° ; and again at a height of 10,000 feet, or at 12,000 feet, the mean temperature in July would not exceed 50° , while great extremes of cold might even then be met with.

By the middle of March the winter breaks up. The spring is very changeable and showery, often windy and cold; but by the beginning of May the sun acquires considerable power though, on the whole, the weather continues very pleasant until the middle of June when the increasing heat drives most people to Gulmarg. By the end of August, visitors begin to return to

Srinagar, or visit different places of interest about the Valley. But till the end of that month the lower parts of the Valley are unpleasantly warm and steamy.

The autumn months are the pleasantest in the whole year with clear, bright, but fairly cool, days. From the middle of September to the end of the year, cloudy or wet days are few and far between. In December there is often an early fall of snow and the frost is keen; but it is not till about the middle of January that the main snowfall occurs. For two months even the lower parts of the Valley are seldom entirely free from snow, which often lies eight inches or a foot deep. Enormous quantities of snow fall on the mountains around, and communication with the Punjab is sometimes cut off for two or three days, as the Murree route is blocked for traffic.

Approximate Table of Temperature of Srinagar.

		Mean.	Extremes in shade.
January to February	15th ..	35° Fahr.	15°—45°
February	15th to March ..	40° "	20°—50°
March	" April ..	48° "	30°—65°
April	" May ..	55° "	35°—80°
May	" June ..	65° "	45°—85°
June	" July ..	75° "	50°—95°
July	" August ..	80° "	55°—90°
August	" Sept. ..	70° "	45°—85°
September	" Oct. ..	60° "	45°—70°
October	" Novr. ..	50° "	35°—60°
November	" Decr. 31st ..	45° "	25°—50°

RAINFALL.

The rainfall of Kashmir is much less than that of any of the Himalayan hill stations. At Srinagar the yearly amount seldom exceeds 27 inches. At Gulmarg it would be considerably more; but even there it is not more than two-thirds of that of Murree.

The spring months are often showery, and through the summer a few consecutive hot days are usually followed by a

storm, which cools the air. In June thunderstorms are frequent and in July and August a good deal of rain falls, not, however, without frequent intermission of sunshine. We speak more especially of Srinagar, for at Gulmarg it is not unusual to have heavy rain lasting several days with scarcely a break in the clouds.

The monsoon affects Kashmir in July and August, but its force is much diminished by the Pir Panjal range, and to the north of the middle Himalayan range very little rain falls—at Dras about 10 inches per annum, and at Leh about 4 inches.

SUITABLE FOR INVALIDS.

As a whole, the climate of Kashmir is much better suited to invalids than that of any other Indian sanitarium. For chest cases it is more suitable than the climate of England; but at present there is a great deficiency of good accommodation.

The Nursing Home is a great boon to any visitors who fall sick.

A subscription should be given by all, entitling to admission on reduced terms.

It is worth mentioning that this institution has no connection with the Mission Hospital.

Among the Kashmiris, malarial fever, liver complaints, &c., are not common. The diseases are essentially those of a temperate climate. Lung complaints are common during the winter owing to deficient clothing; consumption is increasing, dysentery is rare. Cholera occasionally visits the Valley, and in 1889, 1892 and 1900 wrought great havoc. Since then there have been less severe epidemics about every five years. But the mountain margs and side valleys offer safe refuges from its terrors.

The insanitary conditions common to all Asiatic countries make the climate unsuitable for patients with liver disease or dysentery. Srinagar is decidedly relaxing during the later months of summer and early autumn especially if floods have been prevalent. The elevation of Gulmarg and Sonamarg (8,500 feet) is too great for many of those who have heart-disease or are liable to asthma.

FOR CONVALESCENTS.

For convalescents from acute diseases, for those who are weakened by prolonged fever or overstrain, for the early stages of consumption, nervous disease, dyspepsia, &c., Kashmir is eminently suitable during the summer and autumn.

WINTER IN KASHMIR.

As will be seen above, the winters are often snowy and severe. During recent winters the lakes have sometimes been frozen, permitting skating in Srinagar. Kashmir is becoming a centre for winter sports. Ski-ing is now a popular amusement for which arrangements are made at Gulmarg. The visitors' accomodation in Srinagar is not suitable for the cold season, and many people prefer to stay in houseboats. The European community is usually very sociable.

CHAPTER II.

HOW TO TRAVEL.

THE traveller who intends visiting Kashmir, whether it be for pleasure or health, will probably first seek information as to the best time of year to spend in Kashmir, which route to go, the expense of the journey, and what arrangements to make for it.

To some of these points we will now advert.

WHEN TO GO.

If a stay of five or six months is to be made, May is the best month for the journey up. If but two or three months are available, I should recommend that the return journey be at the end of October, so that the early part of the autumn may be spent in Kashmir.

WHERE TO STAY.

In Srinagar there is now a small permanent community of Europeans. The very few quarters available for visitors are always occupied early in the spring, but there is a good hotel belonging to Messrs. Nedou, and several comfortable boarding houses, and house-boats which take paying guests.

But few would visit Kashmir in order to stay long at Srinagar, and it is better for visitors to have their own tents or house-boats. They can then move from place to place, according to the season of the year. During June, July and August house-boats are apt to be hot and most people go to Gulmarg, or up one of the side valleys. At Gulmarg there is a hotel and numerous huts.

TENTS.

Those who come for the whole summer, and possess tents, should bring them. But tents may be readily hired from the

various agencies in Srinagar at reasonable rates (Rs. 4 to Rs. 10 per mensem).

It is well to have good tents. They should have a double-fly, with porch in front, and bath-room behind. Double-poled tents are the most convenient, and 12 feet by 9 feet is a very fair size. They should weigh well under two maunds and divide into two loads. When damp, the outer fly of a large tent takes up nearly half a maund of water. Anything much larger than the above size would add considerably to the difficulty and expense of carriage. For a bachelor, the smaller sizes of double-fly Kabul tents, weighing 84 lbs., are ample. A sufficiency of iron tent pegs should always be carried; before starting on the journey the tent should always be pitched, so that the poles, ropes, &c., may be tested and nothing omitted.

Coolies steal iron tent-pegs, so they should be counted when striking and pitching the camp.

For wet soft ground, wooden pegs $1\frac{1}{2}$ feet long are desirable.

HOUSE-BOATS.

Formerly, the only boats for living in were the Kashmiri dungahs with matting roof and sides. Some of these were fairly comfortable, and suitable for moving about in the summer or autumn. The crew of three or four women as well as men occupy the hinder part of the boat, which is hired at from Rs. 15 to Rs. 45 a month, according to the size of the boat and number of its crew. Another smaller boat is needed for servants and cooking. (See Rules for Visitors.)

Attached to these boats is the shikara, a light swift boat propelled by four or six paddlers.

The hire of these is extra; a plain boat with matting roof Rs. 2 per mensem; few of those with canopies should exceed Rs. 3 per mensem; and extra men at Rs. 6 to Rs. 8 per mensem in Srinagar.

Of late years many large house-boats, with wooden sides, have been built. They vary from 9 to 12 feet wide, and have several comfortable rooms with doors, windows, and fire-places. Some of these are let furnished with bedsteads, tables, chairs, crockery, &c., &c. The rates vary from Rs. 200 to Rs. 600 for the season, exclusive of the crew. Extra men can be hired at 12 annas to a rupee if specially engaged by the day, otherwise at

Rs. 8 to Rs. 12 a month. Away from Srinagar Re. 1 per day. When travelling up or down the river six or eight men are necessary for a large house-boat. This is, indeed, a luxurious way of moving about the lakes and waterways of Kashmir.

Some ladies living in house-boats at Srinagar take paying guests. Information can be got from the agencies as to rates.

The dungah house-boat or boarded dungah has wooden sides and roof, but is smaller and lighter than ordinary house-boats. For details, early application should be made to the agencies advertised.

From Rs. 5 to Rs. 12 per month is now charged for mooring ghats and from Rs. 6 to Rs. 8 for camping grounds.

CAMP OUTFIT.

Formerly, travellers marched stage by stage and brought their own outfit. Now most come by car, and find it more convenient to hire everything in Srinagar.* Not only tents, tables, chairs and durries, but bath-room furniture and cooking-pots, crockery, &c., can thus be hired, and be found ready for use at the tonga terminus. Servants can also sometimes be obtained through the agencies, and thus the journey can be done in light order. Cooking-pots, if of copper, should always be freshly tinned before use. Block tin, steel, or aluminium saucepans are better.

Many articles of furniture are made in Kashmir, such as folding chairs and tables, basket chairs, also felt rugs, woollen table cloths ornamentally worked, braided mantlepiece borders, &c., so it is easy, at small outlay, to make a room or house-boat both comfortable and pretty. Mule trunks are very useful and durable, though often rather heavy. Large wooden or steel boxes weighing a maund or more are not suitable for camp use. Tin boxes, in a wooden frame-work, are very useful for carrying books, wearing apparel, &c., while for stores and cooking utensils nothing is better than the deep leather covered baskets called *kiltas*. For several years I have used large oval baskets, called

*There are several European agencies. The oldest are :—

Cockburn's Agency, where all kinds of Kashmir articles can be bought and tents or boats hired.

The Kashmir General Agency is for all kinds of camp outfit, provisions, &c.

pitara, covered with leather and encircled by straps, as mule trunks. They are strong and water-tight and, at the same time, very light.

Whatever is used should be sufficiently water-tight to stand a shower and not too fine for rough use. Before starting, anything which will not be wanted on the road should be packed separately. The fewer boxes needed at each stage the less trouble will be given in starting.

SUPPLIES.

On the chief routes, fowls, milk, eggs, common flour and butter can usually be obtained and at a few hours' notice a sheep can be purchased. These are all sold at fixed rates, which are usually very high. The man in charge of the rest-house, ought always to show the list of prices, signed by the Resident. Most European stores can be obtained at Srinagar. For ordinary prices of some of the chief things (see p. 11 *et seq.*).

CARRIAGE.

Those who travel in by the Murree route will usually prefer to travel by motors, phaeton or ekka (*vide* next section).

For other routes, or in travelling about Kashmir or Ladakh, coolies or baggage animals will be necessary.

If, at the starting point, an arrangement can be made for mules or coolies to go right through, so much the better. Any luggage, specially liable to injury, or of much value, should be put on coolies. The roads are bad, and boxes on mules are often injured by contact with rocks, or they may even be knocked off the animals and be lost in the river. In travelling about the Valley, or by any route on which there is no regular provision for carriage, it is well to be armed with a *parwana* from the official at Srinagar, who is appointed by the Maharaja to attend to the various wants of European visitors.

The ordinary rates of hire are : Rubber tyre Tonga Rs. 5, Iron tyre Rs. 3-8, Ekka Rs. 2-8, for coolies 6 to 8 annas a stage ; ponies or mules, 8 to 12 annas. Coolies seldom object to carrying thirty-five seers, although, nominally, the limit of weight for them is twenty-five seers.

Kahars are paid 8 to 12 annas a stage. Trained kahars can usually be obtained at Srinagar through the Director, Visitors' Bureau.

CLOTHING.

Clothing for Kashmir should be of medium thickness or warm. Kashmir homespun is very cheap and useful for ulsters, riding habits, &c. A solar topi should be worn, as the sun has great power even at high altitudes. If snow has to be crossed a blue veil and tinted spectacles will be required. In fine weather Kashmiri chaplies (sandals) may well replace boots, but on wet ground, or in rainy weather, these are indeed worse than useless. Sportsmen will soon learn the value of the grass sandals plaited by their coolies; they have but little wear in them, but give a perfectly secure hold on rocky or steep grassy slopes, and may be worn over boots, but are much better over special cloth socks.

On snow, nothing is equal to well-nailed ammunition boots. Leg bandages (putties) are worn by many people. If put on too tightly they constrict the circulation and conduce to cold feet.

Mosquito nets are needed in travelling about the Valley during the summer. A good waterproof sheet is useful for protecting bedding, &c.

It is quite unnecessary to bring books, as there is a good Club Library at Srinagar, and also at Gulmarg during the season.

RATES AND PRICES.

It is not easy to dogmatise on the subject of prices, which are subject to market fluctuation and what is now written may in a few months be out of date, but, at any rate, for the current season it should be useful to visitors, and certainly many of the articles are unlikely to vary much. Along the main roads there are published official rates.

WAGES.

Good servants are very difficult to obtain. Such do not care for short periods of service, but seek permanent work, preferably with local residents.

Cooks.—Receive from Rs. 25 to 35 per mensem.

Khitmatgars and Bearers.—From Rs. 20 to 30.

Bhisties.—From Rs. 14 to 16. These help in other work.

Grasscuts.—From Rs. 10 to 12 a month, and syces from Rs. 10 to 12 a month.

Sweepers.—From Rs. 14 to 16 a month.

Boatmen.—If for house-boats, Rs. 10 to 12 a month; for dungahs, Rs. 8 to 10 a month. See special official list, which each boatman must produce. They help in all sorts of work.

Shikara boats 8 to 12 as. per diem per hanji, and 3 as. per boat; half-day, half rates.

Rassad.—Those who travel about the Valley where supplies are plentiful, and the prices of most things less than in the city, should not give rassad allowance. But away from the plenty of the Kashmir Valley, up on the hills, or in wild valleys, rassad, 2 or 3 annas a day, may be given. And if going to Ladakh, or over snow-passes, it is usual to give a warm coat to one's servant, also a blanket and chaplies.

In every case there should be a definite agreement beforehand.—In uninhabited districts the traveller should carry a supply of rice and dal, issuing daily measured rations of about one seer per man.

If sheep can be purchased, it is well to treat the coolies liberally.

Good shikaries.—Can ask their own price; many get Rs. 30 or more. They will arrange for under-shikaries and regular coolies.

Srinagar prices.—Tend to rise in the summer season, but in winter many articles are more expensive because more scarce. There are some great fluctuations still, so these rates need revision from time to time.

Firewood.—2 maunds a rupee may be got. So the daily allowance for cooking for a large party seldom exceeds 8 annas. In most villages wood is abundant and very cheap, 2 annas a day is enough.

Bread.—The usual rate is 8 loaves a rupee.

Pampoor roti.—These are 32 for a rupee.

Meat.—Good mutton is usually about $1\frac{1}{2}$ seers a rupee. In the districts, if a sheep is killed, the meat might be taken at 3 seers a rupee. The shepherd is seldom the owner.

Fowls.—If good sized, sell for a rupee; small ones 2 for a rupee.

Ducks.—From 10 annas in winter to 14 annas or even a rupee in summer in the city.

Geese.—Each Rs. 2 to 3.

Fish.—4 to 6 annas a seer, except very large ones, when price is more.

Eggs.—Seasons vary. When plentiful 5 to 8 annas, a dozen.

Milk.—Also varies 6 seers a rupee, or in the higher grazing grounds, 10 seers.

Potatoes.—Are good, and can be got at about 16 seers a rupee or more in the places where they are grown in summer.

Vegetables.—English kinds can be got for 8 to 10 annas a dālī from the public garden near the Library. Kashmir vegetable, such as turnips, carrots, vegetable marrows, tomatoes, peas, &c., are very cheap.

Fruit.—Varies very much. The prices are much higher at Gulmarg than in the city. Hawkers will sometimes refuse the highest prices mentioned below, if there is any scarcity.

Apples.—The best European may be 6 or 10 annas a dozen; but Kashmir apples Re. 1-8 per 100. Apply to Director of Agriculture.

Pears.—The best might be 6 or 10 annas a dozen; the Kashmiri, 8 or 10 annas per 100.

Melons.—6 to 10 annas each, according to size and season.

Grapes.—6 to 8 annas a seer—seldom really good.

Apricots and Peaches.—The best, 2 or 4 annas a dozen; Kashmiri, 2 annas a seer.

Cherries.—From 8 to 12 annas a seer.

Raspberries.—4 to 8 annas a seer.

Rice basmati.—3 to 4 seers a rupee.

White rice.—7 to 9 seers a rupee.

Wheat.—8 to 10 seers a rupee.

Ata.—6 to 7 seers a rupee.

Barley.—12 to 14 seers a rupee.

Ardawa for horse.—Maize, 12 to 14 seers a rupee; barley, 16 to 18; gram, 8 seers per rupee.

Grass for horses.— $\frac{1}{2}$ to 1 maund a rupee.

Rice straw for horses—100 bundles (koru) for Rs. 8 to 12.

Flour, Kashmiri.—Best, 6 seers a rupee.

Dal.—7 seers a rupee.

Butter.—For table, Re. 1-8 per lb; for cooking, As. 12 per lb.

Ghee.— $\frac{1}{2}$ to $\frac{3}{4}$ seer a rupee.

Raisins.—1 seer As. 12.

Currants.— $\frac{3}{4}$ to 1 seer As. 12.

Country oil.— $2\frac{1}{2}$ seer a rupee.

Sweet oil.—1 seer a rupee.

Kerosine oil.—No. 1 Snowflake, per box of 2 tins, Rs. 10; No. 2 quality, Rs. 9-8 fluctuating.

Petrol Rs. 8 to 9 per 4 gallon drum.

Sugar.—Per bag of 5 seers, according to quality, about Rs. 2-8 constantly fluctuating. This can be bought cheaper in bulk at As. 7 per seer.

Tinning of kitchen utensils costs 1 to 2 annas each article.

Shoeing horses from Rs. 1-8 to Rs. 2.

House-boats can be got at from Rs. 40 a month exclusive of boatmen, to Rs. 600 for the season, according to sizes and furnishing. Some have crockery, &c., &c.

The list of official rates is usually posted in the Library verandah at Srinagar, and is changed fortnightly in the season.

N. B.—The above are rates paid by residents, visitors usually have to pay more especially when Srinagar is full of visitors.

MANUFACTURES.

The European firms are endeavouring to improve the quality of Kashmir carpets. The price varies with the quality to Rs. 20 per yard or more. But some of the common native carpets sell as low as Rs. 5 per yard.

Kashmir embroidered namdahs are handsome and cheap. The plain felt is brought from Yarkand or Ladakh. An ordinary size about 7 feet \times 4 feet sells for Rs. 6-8 or 7.

The common brown namdahs made in Kashmir have a most disagreeable smell and wear badly.

Silver engraved articles sell by weight if not very small. The purchaser should see that no part of the article is disproportionately thick and heavy. One rupee per tolah is an ordinary price; and if there is any gilding, 1 to 2 annas per tolah more.

Copper-work varies much in the quality of engraving. The inferior qualities sell at about Rs. 4 to 6, and the most finely engraved at Rs. 8 or more.

Good wood carving is about Rs. 3 per foot square.

Regarding other things, such as leather-work or silk embroidery, it is difficult to mention any standard by which the price can be fixed. In making to order the Srinagar tradesman usually supplies bad quality; but the workmen are clever. There are good gunsmiths.

CHAPTER III.

ROUTES TO THE VALLEY.

MURREE ROUTES.

THIS is still the one in chief use, as there is a good road with motor cars and lorries, so that the whole journey need not take over forty-eight hours. Besides this, there are other roads suitable for stage by stage marching.

RELATIVE ADVANTAGES.

The Murree road is the easiest; the Pir Panjal the most picturesque; the Punch route is also very picturesque, but difficult and devious; while the Jammu route is short, and leads through pretty scenery and a good 10 feet motor road has now been constructed.

It used to be regarded as the Maharaja's private road and permission was seldom granted to Europeans to travel by it but now it is open to all. There are other routes by Abbottabad, Chamba, etc., which will be described in the Route Tables.

THE MOTOR ROUTE FROM RAWALPINDI.

KASHMIR VIA MURREE.

Rawalpindi is an important station on the North-Western Railway. Through travellers need not stay at Murree.

CAR RATES.

Five-Seater Cars.—Rs. 80 to 100, Rawalpindi to Srinagar. Single seat (when available), Rs. 20—40, seats in lorries, Rs. 10—20. With an early start from Rawalpindi cars reach Uri, and lorries reach Domel or possibly Garhi.

Agents for Cars.—Messrs. Radha Kishen & Sons, Amar Nath & Co., The Punjab Motor Car Coy., The Express Motor Service Coy., Messrs. Sohan Lal & Coy., The Royal Motor Service Coy., Charagdin & Sons, Kashmir Murree Carrying Coy., etc., etc.

Agents for Lorries.—The Express Motor Service Coy., The Punjab Motor Car Coy., and the Royal Motor Service, Mukand Ram & Sons.

There are agents for all the above at Rawalpindi, Domel, Baramulla and Srinagar.

Postal Cars.—With H. M. Mails, carry one passenger for Rs. 50 from Rawalpindi to Srinagar. Timing details and booking rules can be had from the Postmaster at Srinagar or Rawalpindi. All booking arranged at these termini post offices only.

Rates for Luggage.—Slow Lorry Transport, Rs. 4 to 6 per maund. Fast Lorry Transport, Rs. 10 per maund. Rates vary from time to time, but Rs. 10 per maund is not exceeded.

PETROL

Is available at Baramulla and Domel by previous permission to buy. To be obtained from Messrs. Radha Kishen and Sons, and Cockburn's Agency, Srinagar, or from J. S. Evans, Northern Motor Works, Rawalpindi.

SPEED LIMIT.

Motor driving speed limit on the Kashmir Road (Rawalpindi to Srinagar) and in Kashmir itself is 14 miles per hour. On the former it is wise to adhere to this limit, especially on the more dangerous portions and where the road is narrow.

It is comfortable to travel by landau, doing three stages a day. The drawback is that no change of horses can be obtained and that any landslip or other break in the road blocks all further progress; whereas, if travelling by tonga, a fresh vehicle can be obtained beyond the break.

Ekkas for servants or luggage may be obtained also at Rs. 50, at busy times Rs. 60. The whole distance will be covered in five days, halting at Murree, Domel and Chenari and Baramulla. Ekkas may be made comparatively comfortable with cushions for a single passenger, especially by fixing a foot-board at the back. Those who have servants and much baggage might well adopt this method of travelling. Heavy baggage should, if possible, be sent in advance a fortnight earlier, by bullock cart. Tongas Rs. 75, tum tums Rs. 50, bullock cart Rs. 105, Rehra Rs. 105, Rawalpindi to Srinagar.

Dak bungalows have been built all along the road from Rawalpindi to Baramulla and there is a khansaman at each.

Fairly good drinking water is obtainable at Domel, Dulai, Garhi and Pattan—it is imperative to boil it at all bungalows. Milk also should be boiled.

Cruelty to Animal Prevention Posts have been established at Baramulla and Domel, and there are two Inspectors at each place to whom any cases noted can be reported when reasonable hopes exist of identifying the animals or their drivers.

The first two stages from Pindi would be hot for marching after the middle of April and also the two stages between Kchala and Domel. The change of temperature in going up to Murree, is striking and travellers should have warm wraps handy.

Eye-protectors are useful on the journey.

The stages to Murree are three—

1. **Barakao**, 13 $\frac{1}{4}$ miles, altitude 1,720 feet.—So far the road is very level, and is partly shaded by trees.

2. **Tret**, 12 miles altitude 4,000 feet.—A fair dak bungalow. The road soon enters low hills and scenery which in the spring is beautiful, but in summer and autumn hot and

dusty. At a steep corner (17 miles) toll is taken. Two miles further is the pretty garden at Chatter, a pleasant resting place for those who travel slowly. From Saligram bridge (twenty-three miles from Pindi) the main ascent begins and in the next two and a half miles the top of a pine-clad spur is reached. Well situated dak bungalow near a larger bazar. The bungalow commands a fine view. There is a khansaman.

3. Murree, 13½ miles.—To the ridge of Ghora Gali with its prominent watch tower there is a steep rise with some zig-zags. Seven miles from Tret the Murree Brewery is seen and the road passes through some fine forest scenery. The Lawrence Asylum is not far off up a steep path.

On the road at the Brewery is a Telegraph Office.

At Sunnybank, 37 miles, altitude 6,050 feet, from Pindi the road to Kashmir continues to the left and that to Murree turns sharply up the hill for two miles.

At the junction of these roads is the Sunnybank dak bungalow. Close to the tonga terminus in Murree is the Victoria Chambers Hotel, where a good meal can be obtained. The mail cars leave Pindi at about 7 a.m., but a printed time-table can be obtained from the Postmaster. Ekkas do the distance in about ten or twelve hours.

There are several companies now that run passenger and baggage lorries and cars to Murree from Pindi and 3 reliable companies run a fairly regular service to Srinagar. Seats in lorries cost Rs. 35 to 40 each, and baggage is carried at Rs. 10 a maund for the full journey.

There are other hotels higher up the hill, also the chief shops and the Post Office beyond to the Church, which is 7,000 feet above the sea. The view from Murree is splendid on a clear day, both of plains and of snowy mountains.

There is a considerable resident European community.

Murree to Srinagar, 161 miles, divided into eleven stages.

1. **Kohala**, 29½ miles; from Pindi 64 miles.—Height 1,880 feet. An extremely hot place in summer—115° Fahr. is constantly reached in June and July. The dak bungalow is now considerably enlarged and has 8 rooms and a dining-room. Punkah coolies are always forthcoming. On the cart-road there is no dak bungalow short of this. So those who travel stage by stage may go by the old bridle-path, by which the distance is much less and there is a bungalow half-way.

Bridle-path—Murree to Dewal, 10 miles.—This is a rather steep descent of 2,500 feet; the path winds through beautiful forest, with splendid views. The bungalow is a good one, and is well situated.

Dewal to Kohala, ½ miles.—There is a steeper descent, zigzagging down a rather shadeless slope for 5,500 feet. It joins the main road at the banks of the Jhelum, a mile from Kohala.

The MAIN-ROAD takes a longer sweep to the east. Parts of it are very pretty with fine views. Four miles from Murree is Topa Cemetery. The road for the next twenty miles winds in and out of the spurs, below which twelve miles from Sunnybank, is a P. W. D. bungalow at Rawat. Application for permission to use this must be made to the Executive Engineer, P. W. D., Rawalpindi. There is the usual furniture. The nearest bazar is at Phagwara, three miles further on.

At Kohala there is a large dak bungalow; in the bazar below are the Post and Telegraph Offices. The former suspension bridge was swept away by the flood of 1893, and was replaced by a massive and lofty girder bridge, seriously damaged by the floods of 1931, necessitating partial re-construction.

The opposite bank of the river is Kashmir territory, and there is a Customs House at the bridge. Personal luggage accompanying the traveller is exempted by H. H. the Maharaja from taxation. There is a petrol pump here.

A bridle-path leads from Kohala to Nathia Galli, a distance of 15 miles but with a stiff ascent of 6,000 feet. There is a dak bungalow at Doonga Galli; good roads lead thence to the other Gallis, and also on to Abbottabad.

2. **Kohala to Dulai**, 12 miles—Altitude 2,023 feet.—Toll has to be paid on crossing the bridge, the road is now in Kashmir

territory, and for the rest of the journey to Baramulla is on the left bank of the Jhelum. At Barsala ($1\frac{1}{4}$ miles) there is a bungalow with no catering arrangements. Pipe water available.

The road with a very even gradient, gradually ascends for the next seven miles, sometimes passing through tunnel or cutting in the face of the precipitous banks. In the early morning it is fairly shady, but hot in the afternoon. Many picturesque scenes. At Chattar the road descends by a long zigzag to a good bridge over a large stream. There is a picturesque little dak bungalow at Dulai, 2,023 feet above the sea, 12 miles from Kohala which was christened "Honeymoon Cottage" by Lady Ripon.

3. *Dulai to Domel*, $9\frac{1}{2}$ miles; from Kohala, $21\frac{1}{2}$ miles. Till the last mile the road is cut in the face of the cliff; and is very liable, as in the previous march, to be blocked by landslips after rain. Some of the cuttings show interesting sections of strata, especially near Domel. A mountain above Muzaffarabad, known locally as the Karnal Peak, is the most prominent feature in the occasional view; it rises to 14,000 feet, and is covered with snow during the early part of the summer.

At Domel there is a State rest-house; altitude 2,171 feet.

The large dak bungalow is near the road. There is also a Post and Telegraph office and a dispensary, Customs' office and Petrol pump. Beyond this is the winter residence of the Engineer-in-Charge of the road, and the bazar; a new bridge also crosses the river Jhelum, which takes at Domel an acute bend to the east. Below Domel it is almost due north and south. At the angle, and just opposite the bungalow, it is joined by the Kishengunga, a river of nearly equal size. A mile or so north of this the town of Muzaffarabad is seen with one or two temples; and beyond it, hidden by rising ground, is the Sikh Fort. This is where the Abbottabad route joins the Murree road. In the early part of the century the hill tribes, Bombas, &c., gave the Sikhs much trouble, even raiding into Kashmir as far as Sopor.

The road from Abbottabad may be seen crossing the ridge to the west, 1,500 feet above the river.

This is never closed by snow, as the Murree route usually is for several weeks in winter (see page 26).

4. *Domel to Garhi*, 13 miles; from Kohala, 34 miles.—The scenery quite changes, is much more verdant; the valley more open with good views of distant wooded hills. It is markedly cooler than either of the preceding marches. Above this point the fall of the river is more rapid. There are Post and Telegraph Offices at Garhi, height 2,628 feet above sea-level.

The handsome new bungalow is at the nearer end of a grassy plain. Stores may be obtained. In autumn a mosquito net is advisable as there is malaria here. On the opposite side of the river is a large village, the river is spanned by a suspension bridge. A short cut from Chattar comes over the ridge immediately above Garhi. This is six hours' walk with a climb of 2,500 feet.

5. *Garhi to Chenari*, 17 miles; from Kohala, 51 miles.—About two miles from Garhi the road leaves the river, crosses a low spur at the 39th mile and rejoins the river at a higher level. The general elevation of this march is about 3,000 feet. A few chenar trees are met with. Some of the views are fine. Late in the afternoon this march is shaded by the high hills. There are several pleasant halting places on the road. There was formerly a bungalow at Hattian (45th mile); altitude 3,413 feet at Chenari.

Beyond that the scenery is bolder and more beautiful. About one mile beyond Hatti a new suspension foot bridge crosses the river leading to Karnal Valley. The hill-side is studded with fine pine trees (*longifolia*). On the opposite side of the river there is an old fort; in the narrow space near it a Sikh army was once nearly annihilated by a night attack. The Paharis rolled huge stones down from the slopes above, and then dashing down, sword in hand, completed the route. Several hundred Sikhs fell.

At 51st mile is the little bazar of Chenari, and one mile on is a water-fall, above the road. A hill slip is in progress above this fall, and the road has been carried away many times. A good bridge spans the ravine below the water-fall. But the hill is still rather dangerous. Post office and telegraph office and catering arrangement.

Chenari bungalow replaces the old staging house at Chakoti which was burnt down in 1914, and was pleasantly situated

overlooking a small plain, beyond which the mountains again close in. There is a swing bridge (jhula) of twisted birch twigs below the bungalow, which is three hundred feet or so above the river; altitude of Chakoti 3,693 feet.

6. *Chenari to Uri*, 18 miles; from Kohala, 69 miles.—The scenery of this march is also very bold, with lofty precipices on either side of the river. The road has to cross several narrow gorges and about half way is excavated in the solid rock with huge cliffs above and below and offers some beautiful spots for a halt.

The road is boldly cut in the face of the precipice with the river far below. There was much loss of life in making this section.

At the 58th mile is a big bridge in a chronic state of disrepair; formerly all the bridges were wooden, now these are being replaced by iron-girders of wide span.

At Barambhat is a great landslip where cars cannot always pass. Further on, the road after heavy rain is dangerous owing to falling boulders. The grandest part of the gorge is about the 64th mile. Nearing Uri, the fort and village will be seen on a plateau 300 feet above the river, and beyond is the valley, down which comes the Poonch route. Uri is 4,370 feet above the sea. The village gives the title to a Muhammadan Raja who holds the jagir.

The "alluvial fans," or sloping plateaux bordering the river at different levels, which are met with on many of these marches, are specially well marked near Uri. Below the fort is a new suspension bridge. The nullahs near Uri were once famous for markhor.* Bears are still numerous.

The bridle-path to Poonch leads up a valley to the east and crosses the Haji Pir. The Uri bungalow has been built in a good position and with superior accommodation. Passengers can usually get dinner here, and halt the night from Pindi (with an early start from Pindi). There is a post and telegraph office.

* Some of the nullahs are reserved.

7. *Uri to Rampur*, 13 miles; from Kohala, 82 miles.—For the sake of the gradient the cart-road makes here a long detour up the valley, while a short cut plunges down into the ravine and then climbs several hundred feet up the rocky spur. The valley of the Jhelum here contracts again, and the road is cut along the face of some interesting rock. From Domel to Uri the only geological formation has been the Muree sandstone, a rock of great hardness, varying in colour from yellowish to purple brown. Here we come on slaty schists, succeeded by limestone, and this again by schists belonging to the Pir Panjal metamorphics. Hence the wild beauty of the scenery. The hills recede and the gentler slopes are covered with deodars. Half-way, near the 76th mile post, close to the road, is the old ruined temple of Brankutri, similar to those in Kashmir, but more dilapidated. Beyond this the road is fairly level. Beautiful forest trees abound; the ground is carpeted with flowers and ferns. The occasional views of river, forest, mountain and, early in the season, snow are very fascinating. Just beyond 77 miles are the extensive electric power-works. There is a flume 6 miles long, with a fall at Mohara of nearly 400 feet; there are 8 turbines developing power for transmission by the overhead wires to Srinagar, &c. Nearing Rampur there are lofty fir-clad cliffs of dark slaty rock towering over the road. The bungalow is a good new one, the climate good and view lovely; altitude 4,842 feet. Catering arrangements and post and telegraph office.

8. *Rampur to Baramulla*, altitude 5,193 feet, 16 miles; from Kohala, 98 miles.—This march is comparatively level. A mile from the bungalow the Buniar stream is crossed. There is a little bazar here near the saw-mills, above which is a hut for the Road Engineer. Beyond it there are some large rocks scattered about, which were probably transported here by glaciers from the valley on the opposite side of the river, where moraines may be seen. Near by, on the road, is an ancient temple, called Bhaniyar, repaired many years ago by Diwan Kirpa Ram (*vide* p. 113). Two miles beyond this are the fort and village of Naushera.

Close to the 87th milestone a foot-path (difficult, in wet weather and scarcely practicable for horses) leads up a narrow ravine above the village to Gulmarg (*vide* p. 67).

From Naushera onwards great damage was done by the earthquake of 30th May 1885. A few miles beyond Naushera the valley opens out. The Jhelum, wide and placid, emerges from a narrow gorge to the left. It is navigable for small boats. The road follows the river. Great electric dredgers and derricks formerly excavated the river bed to improve the drainage of the valley and lessen floods. The old road went straight across a range of hills about 700 feet high, which here close in the valley. From the top there is a wide view the beauty of which has been sometimes exaggerated. But on a clear evening, towards sunset, the mountain panorama is indeed charming, by contrast with the green meadows, marshes, orchards and hidden villages, among which the Jhelum winds its sluggish course, and beyond which the Wular Lake can be seen. All the northern part of the valley of Kashmir is visible, with the conspicuous peak of Nanga Parbat, 26,900 feet, towering above the nearer mountains. Haramouk, 16,900 feet, rises straight in front, apparently sheer up from the Wular Lake, on the near side of which Sopor is seen, far away on the right the peak of Kolahoi, 17,827 feet, may sometimes be recognised. On the south the Gulmarg ridges look quite close.

Baramulla is a town of about 800 houses. It was almost entirely destroyed by an earthquake in 1885, but was quickly rebuilt. Some travellers take boats here and travel by water to Srinagar. A new bridge crosses the river to the town which is chiefly situated on the right bank. Formerly there were many bears on the hills around, but they are becoming scarce. There is a shady bagh on the river bank, which affords a pleasant encamping ground; altitude 5,150 feet.

There is a rest-house for His Highness and many official buildings, engineering works, and a Roman Catholic Mission School and Dispensary.

NOTE.—From Rampur to Srinagar that is at Baramulla and Patan there are no Dak Bungalows or any other Rest Houses where travellers could take shelter. At Baramulla, which is situated 98 miles from Kohalla there is of course a Post and Telegraph Office and also a petrol pump. At Patan, 115 miles from Kohalla there is a Post and Telegraph office but no petrol pump.

From Baramulla there is a direct road to Gulmarg, about eighteen miles. It crosses the low hills to the south (see page 67).

9. *Baramulla to Patan*, altitude 5,210 feet, 16½ miles.—The road to Srinagar skirts these hills for some distance; then crosses the foot of a plateau, and leads due east to Patan, fourteen miles. Patan is a considerable village with some good camping grounds, well shaded by chenar trees. At mile 18 by road are some old carved stones; altitude 5,300 feet.

Within half a mile of Baramulla a view of the peak of Nanga Parbat can be got, and again from near Patan.

Near the road, beyond the village on the left, are two ancient temples (*vide* chapter on temples, pages 109—118).

10. *Patan to Srinagar*, altitude 5,199 feet, Amira Kadal, 18 miles; from Kohala, 132 miles.—The road is on the level valley, with monotonous rows of poplars on either side. Near the 14th mile-post a new bridge crosses the great flood canal which was completed in 1904. At Mirgund there is a fine encamping-ground by some big elms over-looking a small river. Another mile on the new motor-road to Gulmarg turns off to the right. Close to the city, the road sweeps round the large parade grounds. The European quarter is two miles further on.

The great road thus finished was begun in 1880, and the section to Baramulla was opened in 1890, when His Highness the Maharaja was driven right through. It has been a costly undertaking in lives as well as money, but it has produced one of the finest mountain roads in the world. There have been some enormous cuttings through almost solid rock, or along the face of conglomerate cliffs. With a wide and solid roadway, it is still an exciting thing to drive at full pace along the edge of those huge precipices between Uri and Hatti. Many of the loftiest bridges have been more than once swept away by sudden floods in the mountain streams. In 1893 all were swept away at once. Whole mountain sides have begun to slip away and constant vigilance is required to repair the effect of floods, frosts, landslips and avalanches. Accidents have happened to passengers in cars and lorries but yearly the danger of such, with ordinary care, should grow less. The road has stimulated commerce to a great extent, not merely are tons of fruit now exported, but the effect of improved communications has made itself felt in the far-away bazars of Yarkand.

THE ABBOTTABAD ROUTE.

The Abbottabad route is the natural way in winter when Murree is blocked by snow and all hotels closed. A new railway is running from Serai Kala, North-Western Railway, to Havelian, a few miles from Abbottabad. When the road is widened and the railway completed to Abbottabad the mails will naturally go this way.

But there are still not proper facilities for travelling. Motors are now run between Abbottabad and Domel.

Tum-tums and ekkas can also be obtained to go through at the same rates as from Rawalpindi. The road is being widened and is in good condition.

HAVELIAN TO SRINAGAR.

Summary.

Havelian to Abbottabad	..	..	..	9 miles.
Abbottabad to Mansehra	..	..	..	16 "
Mansehra to Garhi Habibulla	..	..	..	19 "
Garhi Habibulla to Domel	..	..	..	14 "
				<hr/> 58 "
Here joins the main road.				
Thence to Srinagar	..	..	..	111 "
				<hr/> 169 "

The total distance, 169 miles, is, therefore, a few miles shorter than by Murree, there is much less ascent, and it is never blocked by snow. Before the railway reached Havelian, travellers had to start from Hassan Abdal, a station on the North-Western Railway, about one hour's run from Rawalpindi.

It is 23 miles to Haripur, a good, slightly ascending road. The town is well situated, surrounded by fruit gardens and well watered. There are 30,000 inhabitants.

The dak bungalow is a good one.

Beyond Haripur the ascent increases, and at about 36th mile there is a big bridge, and then steeper ascent for some miles.

Abbottabad is a pretty little station in the basin of some high hills. It is a cantonment, and there is a fairly good dak bungalow. There are many groves of eucalyptus trees.

Snow occasionally falls here in winter, as the height is 4,000 feet above the sea.

An excellent and well illustrated Gazetteer of Hazara District has been written by Watson.

From Abbottabad, roads go to Thandiani and Nathia Galli.

Abbottabad to Mansehra, 16 miles.—The road is good, it ascends somewhat for a few miles, then crosses some ravines, and descends gradually for 3 miles to Mansehra. Good bungalow. The distance is paid for as $1\frac{1}{2}$ stages.

Mansehra to Garhi Habibulla, 19 miles.—At first skirting hills, then down across a wide valley, then up to a forest ridge, then for 5 miles down zigzagging to the Kunhar river, and 1 mile on to the dak bungalow, close by the bridge. A direct path from Abbottabad to Garhi saves many miles. Two stages are charged for this march.

Garhi Habibulla to Domel, 14 miles.—Joins Murree road. The new road crosses the Kunhar or Nainsuk at Garhi and follows down the left bank, gradually rising to a low pass about 8 miles down from which, making a sharp V bend, it descends to Muzaffarabad; crosses first the Kishenganga, and then the Jhelum.

This road, if widened throughout, would be the best route for heavy luggage, and is open the whole winter as far as Uri. There is a shorter, but steep, path from Garhi to Muzaffarabad. Toll has to be paid on the bridges.

JAMMU TO SRINAGAR VIA BANIHAL.

Since the excellent 10 foot motor road was completed this route has become increasingly popular. The distance from Jammu to Srinagar is 202 miles almost exactly the same as from Rawalpindi to Srinagar.

Jammu is reached from Wazirabad by rail crossing the Tavi river. It is a fairly extensive town, with His Highness' palace and the residences of many officials. There is a dak bungalow.

1. NADANI, 16 miles. Here there is a rest-house. Five miles further on we pass Jhajjar and after another seven miles TIKRI. At both these places there are rest-houses.

2. UDHAMPORE. This is forty-one miles from Jammu. Eight miles short of it there are several low ranges. Ekkas from Jammu cost Rs. 5. There is a good dak bungalow. On this road these are provided with complete catering arrangements. But in the rest-houses travellers have to make their own arrangements.

3. UDHAMPORE to KUD, 24 miles. At the thirteenth mile is DHARAMTHAL with a rest-house. At KUD there is a dak bungalow and a rest-house.

From Dharamthal the road ascends by an easy grade. The height is 3,700 feet. After the early spring this is a hot stage.

4. BATOT. This is 24 miles from Dharamthal and 13 from KUD. Passing Chineni town ascend pass 3,800 feet and then descend 1,800 feet.

In the late autumn snow may fall on this pass and make it dangerous for camels. There is a dak bungalow.

5. RAMBAN, 17 miles. Gradual descent passing PEERAH rest-house after 9 miles. The road descends to the river Chenab where there is a suspension bridge. His Highness' rest-house is here (not open to public).

6. RAMBAN to BANIHAL, 25 miles. At DIGDOLE (8 miles) there is a rest-house. The road steadily climbs past RAMSU (16 miles from Ramban), height 4,100 feet to BANIHAL, 5,650 feet which is in a valley. Here there is a dak bungalow and also a rest-house. From here the road ascends at an easy grade in a wonderful series of zigzags which one can look down upon from above, to the summit of the pass 9,000 feet. There is a magnificent view here especially of the east end of the Valley of Kashmir and its northern peaks including Nun Kun and

Kolahoi. The road descends in sweeping hairpin bends for 29 miles to.

7. UPPER MUNDA. The old track used to zigzag for 2,000 feet and then to VERNAG where there is a fine camping ground near the tank and numerous springs. The new motor road leaves Vernag some miles to the south. At UPPER MUNDA there is a dak bungalow.

LOWER MUNDA is five miles further on and there is a rest-house thereafter another four miles we come to QAZIGUND. Here there is a dak bungalow. Twelve miles further on we come to Khanabal which is the river port for Islamabad or Anant Nag as it is now called (see page 81).

8. KHANABAL. From here it is 32 miles by road and 47 by river to SRINAGAR.

KASHMIR VIA PIR PANJAL OR POONCH.*

Prior to the extension of the railway to Rawalpindi, the Pir Panjal was the favourite route to Kashmir. It was the quickest way of escaping the heat, and afforded at least as good a road as any to Kashmir amid the grandest scenery. Now the scenery remains, but the other advantages are lost. Very few travellers now choose the Pir Panjal route for going to Kashmir, and but a small proportion for leaving. The pass is closed by snow till the middle or end of May and after the end of October, at which times a detour *via* Poonch has to be made. The road, as a whole, is bad—often not better than a water-course. Occasionally in July the small bridges are washed away and the rivers may be unfordable for some days. The early marches are hot, and the climbing in parts is stiff. The bungalows are inferior. Still, as a whole, the scenery is grand, and the traveller who elects to see it and enters Kashmir by the Pir may indeed be fatigued by the journey, but will remember it ever after with pleasure. The start is made from Gujrat on the North-Western Railway. Travellers would do well to get information about coolies, supplies and accommodation from the khansaman of the dak bungalow, who will obtain ekkas to do the first stage, or the Tahsildar might be applied to.

*Route not recently revised. Rest-houses mostly uninhabitable.

Gujrat to Bhimber, 28½ miles.—There is a mail car. The last 12 miles, the road is very bad in wet weather. At Bhimber the outer hills are entered. The general character of the country is low jungle-covered spurs, behind which rises a series of low ridges of bold outline, running parallel to one another. Bhimber is a small town belonging to Jammu. There was a square rest-house consisting of four rooms with verandahs and bath-rooms, but no khansaman or supplies. Transport difficult to get.

Karian, 21 miles, 2 stages, mail tonga, pack transport.

Bhimber to Saidabad, 11 miles. Start early. After leaving Bhimber an hour's climb up and down, crossing the bed of a stream (in rainy weather fords are troublesome), brings one to the Aditak range, a stiff ascent of one hour. The descent is easier. It is a few miles more to Saidabad, where was a rest-house, and near it the ruins of a Moghul serai. There is no khansaman, but the rest-house is similar here and for the next three stages to the above. A few miles up the valley a Dogra fort may be seen, strongly situated on a hill. Supplies obtainable (chicken, milk, potatoes).

Saidabad to Naushera, 10 miles.—The road rather bad, and usually ascending. The second range called the Kaman Gosha, has to be crossed; the path to its foot is very pretty. The ascent is tough, and the descent long and trying; road vile. On this ridge fir trees are numerous. The view of the Pir Panjal range is splendid. The path now joins the valley of the Tavi, which is traced up to its source in the snow during the next few marches. At Naushera there is a massively built serai. Cross river close by; difficult, if swollen with rain. The bungalow is in a shady plot of trees about a quarter of a mile from the river. Difficult to get coolies, few supplies.

Naushera to Changas Serai, 11 miles.—The river makes a great bend, which the road cuts off by crossing a spur from which a fine view is obtained. The road then descends to the river, and after many windings and frequent ups and downs, a plain has to be crossed, beyond which the bungalow is visible standing some little height above the Tavi. There is a direct road, which crosses and re-crosses the river; but the water is often rather deep, and but a short distance is thus saved. The

view of the snowy peaks to the north-east is very magnificent. These are the main peaks of the Pir Panjal; and such as Tatakuti, Sunset Peak, Darhal Dome, etc., mostly over 15,500 feet.

Changas to Rajaori, 14 miles.—The road lies up the valley, crossing numerous wooded spurs. The views are splendid nor is the valley itself unattractive. The march is, however, fatiguing. The bungalow is on the left bank of the river, beyond suspension bridge. The bungalow is really the pavilion of an old Moghul bagh. It has no bath-rooms. The town is very picturesque, there being some good buildings fronting the river. There is a dispensary and post office. The elevation is 2,206 feet, the lowest at which chenar trees are met with.

Rajaori to Thana Mandi, 14 miles.—The path rises steadily, crossing the river twice, and leading into grander scenery. In the morning it is shady, and the valley pleasant for walking; near the town is a large ancient serai. The ridge in front is the Rattan Pir. The bungalow is a poor one, barrack shape with furniture, etc.

There is a mountain path by the Darhal Pass (see p. 189). Coolies and ponies should be taken through to Srinagar from Thana Mandi. This is grander scenery than the Pir Panjal, but a more difficult road. The route is more suitable for travellers leaving Kashmir and having good coolies (it is not fit for ponies).

Thana Mandi to Baramgalla, 10 miles.—The Rattan Pir has to be crossed. It is 8,200 feet above the sea. The road is not difficult, although steep. The road to Poonch branches off to the left. The path often very bad. From the summit there is a wide prospect, especially of the Panjal range. The character of vegetation alters—grand forest trees, elms, chestnuts and deodars, etc., abound. The descent is more difficult. There is a ford, not always easy. Baramgalla is a small village shut in by mountains. The snow lies deep here in winter. The bungalow is a fair one, with five rooms and two bad bath-rooms (for Choti Gali Route, see p. 73).

Baramgalla to Poshiana, 10 miles.—Coolies should be taken through from here to Hirpur and also supplies. The road follows up the Sooran torrent towards the pass. There are several waterfalls on this march, the best of which is within a few minutes' walk from the bungalow at Baramgalla. The road is a rough one, with many little ups and downs. The stream has to be crossed about ten times, and in heavy rains, difficulty may be experienced, as the bridges may be washed away. Leaving the valley there is a steep ascent to Poshiana, a small village only inhabited in summer. A short cut, useful in descending from Poshiana, leads along the spur, where the main path descends to the left into the torrent bed. There is but a dirty hut for travellers, and the only level ground for tents is on the roofs of houses, or a quarter mile below the village. Supplies scanty. It is very cold at night; elevation 8,200 feet. A better camping-ground 2 miles beyond village.

Poshiana to Aliabad Serai, 11 miles.—One and a quarter mile of easy path; then a descent of three-quarter mile into the valley. Cross the Chitta Pani, which rises in the mountains on the left, and by a nullah straight ahead the ascent of the pass itself begins. If the ravine be filled with snow the path keeps to it, but later in the year it zigzags up the slope on the left. The top is about six miles from Poshiana, and is 11,500 feet above the sea. The pass is worthy of its name. The summits on either side rise to 14,000 or 15,000 feet. Fir trees, and even birch, are left below. Till quite the end of May, snow is abundant. As it melts, primulas and saxifrage spring up and soon the plateau is covered with rich grass and Alpine flowers. Above the pass is the region of dwarf mosses, lichens and rocks. A gentle slope leads to Aliabad, a distance of five miles. The view in front is shut off by hills. Behind, however, is a grand panorama extending in clear weather, far over the plains from Rawalpindi to Lahore; while nearer are the districts now become familiar by long marches and pleasant halts. The highest points of the Pir Panjal range are Tatakuti to the north-west and the Konsar Nag peaks to the east. Immediately above the pass, on north-west, is a very lofty point called "Sunset Peak." It may be climbed from the Kashmir side. The Kashmir slopes are forest covered and in many of the hollows, near the summits,

mountain tarns testify to the glaciers which formerly ploughed over the shoulders. None of these lakes are visible from the pass. Aliabad serai is one of the old Moghal rest-houses, which now does duty as a staging bungalow ; but having neither doors nor windows, is most comfortable, and is also very dirty. At night high winds sweep down the pass, and make large fires a necessity. No supplies.

Aliabad Sarai to Hirpur, 13 miles.—The road continues down the valley descending about 2,500 feet. When raining, as it often is, the path is very slippery and in places it is built upon the face of the cliff. On the way some old towers are passed, built in stormier days to defend the pass. Broken ridges and precipices clad with spruce and silver fir, rise grandly from the torrent. For the first four miles the path is irregular and stony ; then it winds along spurs high up the hillside ; then steeply descending, a river has to be forded and soon more level ground is reached. It would be difficult to find a better camping-ground than that at Suk serai, which may be reached from Poshiana in one day, a distance of about twenty miles. In going the opposite way the same plan may be followed. Coolies should then be taken through from Shupiyon to Baramgalla halting at Suk serai the first night, and at Poshiana the next. The river, which has to be crossed and re-crossed below this, often gives difficulty. The path is lovely through fir glades and meadows, brilliant with flowers such as adorn English woods. Hirpur is a small scattered village four miles from Suk serai. The hills around are much lower, and, although the valley is not visible, the view widens out. There is no rest-house to Hirpur, and the best camping-ground is before getting to the village. For Forest bungalow, permission must be obtained.

There is some interesting scenery in the neighbourhood, especially the Haribal (Ahribal) Falls near Sedau.

The path to Sedau leads off to the right across the wooded plateau. It is about four miles.

Hirpur to Shupiyon, 8 miles.—Gradually descending the valley widens, and the hills fade away into sloping plateaux,

rising only a few hundred feet above the river. The road, which is fairly good, passes along the right bank; it soon ascends the plateau, after which there is a good road for three miles, then a short, stony piece; again fairly good for three miles then a stony finish. The best camping-ground is among some fine trees close to the large village of Shupiyan, but is dirty. There is no bungalow. It is often very windy here at night, as the gusts sweep down from the Hirpur Valley. Shupiyan is a place of some size, situated on rising ground, from parts of which there is a wide view of the valley from Islamabad to Srinagar with the rocky snow-capped ranges beyond, bordering on Ladakh. From Shupiyan there is a choice of several routes (see page 75). There are paths from here to Pakipura and Nil Nag on the west, to Sedau and the Haribal Falls south, to Nariwal ravine or Vernag east, to Islamabad and Bijbehara, north-east. The main road goes north-west.

There are unmetalled roads fit for cars to Kulgam, to Bijbehara, and to Srinagar (see also p. 78).

Shupiyan to Ramu, 12 miles.—About three miles from Shupiyan cross stony river bed; road then skirts low hills and over rolling ground. Two miles before reaching Ramu cross another stony valley. The bungalow was burnt many years ago. There is a good camping-ground. Tsrar can be visited from here. It is about four miles south-west (see page 75).

Ramu to Srinagar, 18 miles.—The first half of the way is across shadeless karewahs, with a very level road, except one or two small ascents; then, descending to the plain, soon a broad road is reached, planted on either side with poplars or chenars. One or two picturesque villages are passed, and a conical hill temple crowned, is seen—this is the Takht. Nearing the city, the flood canal is crossed and the silk factory is seen on the left. Then comes a parade-ground and bazaar. Entering Srinagar this way, the visitor will realise that he is entering a city beautifully situated, most picturesque, though dirty, and inhabited by an interesting race—the worthy capital of a country renowned throughout Asia for the charms of the scenery and the physical beauty of some of its people.

POONCH ROUTE.

Early and late in the year the difficulty of crossing the lofty snow pass of the Pir Panjal induces many people to turn aside from Thana Mandi and to make a detour *via* Poonch to Uri on the Murree route. This is five marches and on to Baramulla is two marches more. Thus from Bhimber to Baramulla is fifteen marches, but two of these are very short.

The ordinary route from Jhelum to Poonch is given is Route 3—and goes via Kotli. Containing the Bhimber-Rajaori route to Poonch we have—

Thana Mandi to Sooran, 16 miles.—The path soon leaves the road to Baramgalla, and, ascending steeply, crosses the Rattan Pir at more westerly points. It then descends through the forest to the Sooran river, which is crossed by a bridge. There is a fair path, and the valley gradually opens out. The bungalow at Sooran contains four rooms and bath-rooms, but is in a dismantled and dirty state. Travellers to Poonch from the Kashmir side leave the Pir Panjal route at Baramgalla.

Baramgalla to Sooran, 15 miles.—Path descends steeply to the river; it is rough for two miles; then crosses the Chitta Pani river, is better for rest of distance, except where, owing to a landslip, it crosses a spur. The scenery throughout the road is splendid. There is a direct path by Choti Galli into Kashmir crossing a pass 13,500 feet high (*vide* p. 73).

Sooran to Sahri, 11 miles.—Path crosses the various channels of the Chitta Pani for half a mile; next seven-and-a-half miles, on the whole, easy. The main road then leads over a steepish spur, rough walking. A nearer path fords the river twice. Last two miles generally good. Best camping place is at far end of village near small branch of the river.

Sahri to Poonch, 9 miles.—Road soon crosses Ferozepore nullah; rough, three channels to cross. At the head of this nullah three or four passes lead into Kashmir, which are much used by goatherds and by the Poonch grain-carrying coolies. The passes are crossed on the third day from Poonch (see p. 73).

The rest of the road to Poonch is easy and good.

The dak bungalow is below the town, and is fairly good.

Poonch is the capital of Raja Jaggat Dev Singh son of the late Raja Buldeo Singh, cousin of the Maharaja of Kashmir; The palace, gardens, fort and menagerie are interesting. The height is under 3,000 feet, so the climate is hot in summer.

The hills and forest around swarm with black bear. The late Raja, yearly had one or two great bear drives, and from 20 to 30 were shot in a single day by four or five guns. In 1906 Lord Minto's party shot 40.

The direct routes to Jhelum or to Rawalpindi lead south-west down the valley. If going to Kashmir it is two or three days to Uri where the cart-road is joined.

Poonch to Kahoota, 9 miles.—Poonch is situated at the angles of the Sooran and Bitarh rivers. Up the valley of the latter the road now turns. The river has been bridged.

The road is fair, but in places steep. It has been re-aligned and Kahoota is left on the other side of the nullah at the foot of the ascent to the Haji Pir Pass.

The bungalow is habitable. Coolies should be taken through from here to Uri.

Kahoota to Aliabad, 8 miles.—The road ascends directly after leaving the bungalow; soon after descends to a stream then steady climb. The valley narrows, and the scenery becomes grander. Good rest house at Aliabad in forest.

Aliabad to Hyderabad, 7 miles.—This march is a steady ascent to Haji Pir Pass, 8,500 feet, on which snow often remains till the middle of May. After crossing the top there is a fine deodar and pine forest, through which the path descends to Hyderabad. The bungalow was quite destroyed by the earthquake of 1885. Camp close to the village.

Hyderabad to Uri, 10 miles.—New path has been made. Formerly this was a rough march. Three miles from Hyderabad there is a fine waterfall. After skirting the sides of the hill on the north of the river for several miles the valley opens out a little and Uri is seen, standing on a triangular plateau several hundred feet above the Jhelum. Here the Murree route is joined. The new road is often blocked and until snow has melted in the spring, the old rough track is followed (for other Poonch routes, *vide* page 72 and route at end).

CHAPTER IV.

THE GREAT WATERWAY OF KASHMIR.

THE River Jhelum, with its affluents, canals and lakes, forms a sort of arterial system to the valley of Kashmir. The name by which it is known to the natives is Vyath, a corruption of the Sanskrit Vedasta. The chief root streams from which it is formed unite near the town of Islamabad.* From there it is navigable to the gorge below Baramulla, a distance by water over eighty miles; but as the crow flies, about sixty miles. By water the visitor finishes his long journey from Murree, or the Dogra Rulers their journey from Jammu. By water the produce of the valley is brought into Srinagar, and the manufactures of the Punjab are distributed over the country.

The best way of describing the valley is to review it as seen in a trip up the river. Let us first glance at the physical features. At Baramulla the river is about 100 yards broad and 10 feet deep on an average. It winds with smooth, but not sluggish stream between flat, marshy ground, partly protected by raised banks, but which becomes lake-like in the summer when the floods come down. At first the course is almost north and the axis of the valley is crossed. The marsh gradually expands and deepens into the Wular Lake, the largest Lake in India, which is half encircled by mountains on the north side. Thence the river up to its first origin at Islamabad flows near the ridges which dominate the valley on the north-east. On both sides of its course there are flat alluvial plains, partly cultivated, partly swamp; but in either case dotted over with numerous villages. On the south side these plains are bounded by a low line of cliffs beyond which elevated plateaux called karewahs, slope up to the Pir Panjal range of mountains. These plateaux are in some cases nearly 1,000 feet above the level of the river. At the highest part of one of them the author has found layers of semi-carbonized waternuts (singhara) such as are now found so abundantly in the existing lakes, but most of these plateaux are alluvial in origin.

* Now called Anant Nag.

The river plain is apparently quite level, for the slope is very uniform. At Srinagar, which is 5,235 feet above the sea, it is about 55 feet higher than at Sopor, and at Islamabad 150 feet higher than at Srinagar. The river receives numerous tributaries along its course. Those on the left bank are usually small; they drain the slopes of the Pir Panjal. The largest are the Suknag, from the neighbourhood of Gulmarg; the Dudhganga, from Ludurmarg which flows into it south of Srinagar; the Rambiar, from the Pir Pass; and the Veshau, from Konsar Nag, which join and form a navigable stream, joining the Jhelum below Bijbehara. In most cases these rivers and their feeders cut their way deep through the alluvial plateaux bordering the mountain, but, emerging on the lower plain, become sluggish, and some of the smaller become quite lost in the marshes. The tributaries of the right bank are of greater size and importance. They drain the mountainous region north of Kashmir as far as the Zoji Pass, to the north of which all the streams flow into the Indus, and on the east into the Chenab river.

The two largest tributaries are the Lidar and the Sind; other smaller ones are the Harbuji Arrah, Erin, and Bandipur streams, and Pohru river, the last of which drains the Lolab and northern slopes of the Kaj Nag. These rivers will be further described. During the winter the Jhelum becomes very low, and sandbanks almost obstruct its course, but with the rains of spring and melting of the snow it receives a great accession of volume, which continues all the summer.

THE MOUNTAIN RANGES.

Kashmir, as a mountain country only, would never have attained the pre-eminence which its unrivalled combinations of rich alluvial plain with lofty crags, clear streams and torrents with broad lakes, and shady chinar groves with tangled pine forest have secured for it. As seen from the Valley, the Pir Panjal shows an unbroken ridge from the gorge at Baramulla to where the smooth summits of the Banihal range fade in the distance. This great ridge varies from 9,000 at Banihal and 11,500 at the Pir Pass to 15,000 feet at the various snow peaks which break the skyline with serrated edge, lofty cone and rounded dome, as if they were the silvered outline of some fairy city. The highest peaks are Tatakuti, about the middle

of the range, Sunset Peak near the Panjal Pass and Brahma-Sukul further south, all of which exceed 15,500 feet and remain partially snow-capped throughout the year. On the opposite side of the Valley the highest ridges are further away, but many lofty spurs rise sheer from the emerald plain, contrasting, by their rocky barrenness, with the dark forest slopes of the Pir Panjal side. As seen from Baramulla or Sopor, Mount Haramukh, 16,900 feet high, though standing back nearly twenty miles from the Valley, yet appears completely to dominate the scene; and its summit, ribbed with snow and rock, and embosoming vast snow fields, is often reflected in the still lake as if close at hand. Even its lower spurs rise 6,000 feet above the plain. Further on is seen the ridge bordering the Sind Valley, and beyond that again the top of Mahadev, near Srinagar, which city is marked by the small conical hill called the Takht-i-Suleiman. As one passes up the river other mountains come in sight, notably Wastarwan, the "mighty Wastarwan" of local legend, a pyramidal mountain connected with the ranges behind by a low neck; and so again another summit, beyond which the Lidar Valley opens, and Mount Kolahoi, 17,800 feet, is seen, twin sugar loaf peaks bearing broad snow fields and glaciers; while on the right the Valley is closed in by a profusion of precipitous crags and snow caps, whence flow the Arpat, Bringh and Sandrin rivers, which unite at Khanabal to form the Jhelum.

With this slight sketch of the physical geography of the Jhelum and its surroundings, let us return to the outlet of the Valley to mention the places of interest on its banks.

RIVER JOURNEY.

Baramulla is the chief town of the Valley below Srinagar or Kamraj, as the whole district is called. It is a town of about 800 houses, situated on either bank of the Jhelum. Above the town the hills close in leaving but little space for building, and half a mile below it the river becomes a rapid, dashing furiously through the contracted passage left by the cliffs on each side. It is then only navigable to the strong high-sided boats used in the wood-traffic. The passage of the rapid in these has been more than once accomplished by ladies, but in certain states of the river the adventure is not without risk.

According to tradition and the Rajatarangini, in the reign of King Avantivarman, an engineer named Suyya attempted to deepen the river bed in this gorge in order to prevent the recurring floods. A similar but unsuccessful attempt was made by European engineers in 1902, but it has since been accomplished to some extent by the electric dredgers.

The town was almost completely overthrown by the great earthquake of 1885. Opposite the Sikh Fort, which was then ruined, there is a massive wooden bridge of the usual Kashmiri pattern; on the opposite side are the remains of an old Moghul serai. The town is not specially noted for any manufactures or buildings. Half-a-mile below the town, on the right bank, is an old gateway across the road, the remains of the ancient fortifications. Close by are one or two springs, impregnated with sulphuretted hydrogen, and held in some repute by the natives. The temperature of the water is uniform in winter and summer, about 65° Fahr. One mile further down, on the same side, are the remains of an old temple standing in a tank. They are very small. The neighbourhood is famed for bears early in the summer.

There is an abundant choice of boats here. Baramulla is a thriving place of business, being the chief depot of the trade with the Punjab. The orchards of the neighbourhood are famed for their apples. A direct road leads from Baramulla to Gulmarg which will subsequently be described.

Dubgam is a little village on the right bank some six or seven miles by river above Baramulla. It is at the junction of the Pohru river from the Lolab with the Jhelum. Part of the journey to the Lolab may thus be performed by water. At Dubgam are some extensive hop plantations originally planted by the Murree Brewery Company. The house then occupied by this Manager was so completely levelled by the earthquake as to afford some ground for the popular statement that the earth opened and swallowed it up bodily. Passing up the river the low hills on the left bank gradually merge into the open plain, and that again into marsh and lake.

Sopor.—The next place of any size is about eight miles by road, and half as much again by water from Baramulla. It is a town of about 600 houses. The river is here very broad,

There is a dispensary and a school near the bridge. On the left bank is a large mosque, or rather ziarat, called the Shah Hamadan. Most of the houses have been re-built since the earthquake. Sopor is the starting place for trips to the Lolab, Nagmarg and Gulmarg. Although the ground around for many miles is swampy, Sopor is a bracing, healthy place. A breeze, usually blows off the lake in the afternoon. Late in the summer mosquitoes abound. It is the favourite resort for anglers, as the mahseer fishing is good.

For the Wular Lake and shores, see page 105.

During the early part of the year, and when the river is high, boats go direct from Sopor to Shadipur by the Nuru Canal avoiding the Wular Lake, or merely skirting a small portion of it. The limit of the lake is at Shahgund and Naid Khai, both of which suffered terribly from plague in 1904. East of Naid Khai is another large stretch of water. From this, one canal leads north-east to below Sumbal, and from this the ancient ruins of Anderkut may be easily visited.

The Nuru Canal is more direct to Shadipur, about 8 miles on, where the river is rejoined. A small boat leaving Baramulla very early in the morning should by this route arrive at Shadipur before sunset.

If the lake has to be crossed it is well to leave Sopor in the evening, and to moor at Ningal till early morning ; as even in the finest weather the boatmen fear crossing the lake later in the day. The mouth of the Jhelum at Baniar is five hours' row from Ningal.

During the summer, if there is insufficient water in the Shadipur Canal, boats usually join the river by a small canal flowing into the lake near Madwan. This leaves the river at Hajan, a large village where there is good fishing. It is slow work travelling up the long bend of river between this and Sumbal, a large village eight miles or so upstream, where the river is crossed by a bridge.

Sumbal is the starting point for the trip by boat to the Manasbal Lake, which is partly enclosed by the low hill called Aha-teng near by.

Sumbal is a good place for fishing, and there are some fine chenar trees shading an encampment on the left bank near the bridge. Six miles up the river is Shadipur, on the right bank is the broad mouth of the Sind river, on the left the Nuru Canal flows out. Below this marriage of the waters (whence the name Shadipur) is a small, artificial island with a chenar tree, which, tradition says, never grows. There is a fine bridge over the Nuru Canal. Opposite Shadipur there is a large grove of chenars and a nice place for house-boats to moor in the cold Sind water, with pleasant walks. From Shadipur the ruins of Pariasapura can be visited.

Ganderbal, a few hours' journey up the Sind river, has a growing reputation as a good place for house-boats in the hot weather. But when the river falls in autumn there is some risk of large house-boats sticking in the sand, and only being dug out at great expense.*

There are pleasant shady encamping grounds on the banks. The Sind river is only navigable as far as Ganderbal, whence people start for the journey to Sonamarg and Ladakh. Across the marshes there is a way to Srinagar. It leads into the Anchar Lake below the city, thence by the Mar Canal to the Dal Lake. It takes about the same time as the river route. By road it is eight miles from Shadipur to the city; by water some distance further. Approaching Srinagar, the Fort and the temple-crowned Takht-i-Suleiman are well seen. House-boats are sometimes moored at Shalteng, 2 miles below the city; in some respects it is a convenient place, but the river water is rather foul, and there is no safe drinking or cooking water nearer than the city. On the left bank is a bagh of poplar trees called the Purana Chaoni. It was once the chief European encamping ground and is now a State timber depot. Shalteng is a starting point for the direct route from Srinagar to Gulmarg.

CHATTABAL WEIR

was opened in 1916 by H. H. the Maharaja below the seventh bridge. The object of the weir is to maintain a sufficient depth of water in the river Jhelum and its tributary canals—Tsunti

* A day trip can be made to Baba Darya Din *via* Shahpur climbing to 8,000 feet and South-East descent to shrine and spring.

Kul, Mar Nala and Kut Kul. The weir is lowered about the first week of every Hindu month. Its completion will increase facilities for navigation in and about the city of Srinagar for a period of at least six months. The weir will raise the water level to about 5,181 feet, or some 7 feet higher than its minimum level at site so that even large boats, will in future, be able to traverse the canals and enter the Dal freely during the year.

The length of the weir is 453 feet. The lock is capable of passing boats 20 feet wide and 150 feet long.

The contract was carried out by Mr. Avery at a cost of Rs. 1,16,700.

Half a mile above Shalteng is a customs-house, called Chattabal, where the road leaves the river bank and passes direct by the race-course and parade-ground to the first bridge. When the river is high, boats go direct by the Kut-i-Kul Canal, which leaves the river at the Shergarhi Palace below the first bridge and rejoins it by the seventh or last bridge. The European quarters are all above the city. Some in the Chenar and Hari Singh Baghs, and others at the Munshi Bagh, more than a mile above the first bridge.

The time taken for a journey from Baramulla to the Srinagar depends very much on the state of the river and its banks, the size of the boat and number of rowers, etc. Baramulla to Sopor is half-a-day by dunga.

When the Nuru Canal is navigable, a dunga with a crew of four ought to do the journey in one-and-a-half days or less.

If the Wular has to be crossed, two or more days will be spent en route, but house-boats travel much slower and are altogether held up by high opposing wind.

Going down in the river by shikari boat the Wular Lake should be reached in eight hours; or by the Nuru Canal, Sopor in the nine hours. Baramulla is about three-and-a-half hours' journey below Sopor. Dungas take double this time.

If the Shadipur Canal is closed the Wasi Khan nallah from off Asham is available.

CHAPTER V.

SRINAGAR AND ITS ENVIRONS.

COMING up the river, the most conspicuous point of the view is the temple-crowned hill overlooking the city. From it a bird's-eye view may be gained of the whole neighbourhood, which would give a better idea in a few minutes than any lengthy description could supply.

The Takht hill is a detached spur from the range bounding the north-east of the valley. On the east side the river skirts the mountain closely; it then sweeps round the slopes of the Takht, and, with several wide curves, flows almost due west, leaving a wide basin-like area between it and the mountains, which is occupied by the Dal Lake. The city of Srinagar lines the banks of these wide curves for four miles, and also fills the space between the river and the Dal Lake. Above the city, on the right bank, are the visitors' quarters. Highest up is the Sonawar Bagh, then the Munshi Bagh; then come the Kothi Bagh, Hari Singh and Sheikh Baghs, the latter adjoining the upper part of the city. The Munshi Bagh is a maidan stretching for half-a-mile along the river, which formerly was a camping-ground. It contains His Highness' guest houses and some residents' houses. Here also is ALL SAINTS' CHURCH designed and built by Sir M. Nethersole, formerly Chief Engineer.

There is a resident Chaplain, entirely supported by the European community.

Sunday services are at 8 A.M., 11 A.M. and 6-30 P.M.

The Bishop of Lahore usually visits every second year for confirmations, etc. There is a Church Council annually elected from the members of the congregation.

Behind the Munshi Bagh, at the foot of the Takht, is the NURSING HOME with accommodation for European patients and commissioned officers and their families.

Subscriptions to help the Institution and entitling to accommodation at low rates should be sent to the Honorary Secretary. Medical attendance is also at reduced rates. Any qualified local doctor can send in European patients.

A canal leads direct from the river to the Dal Lake. It is only navigable when the river is moderately full.

Below the Munshi Bagh is the SRINAGAR CLUB. It contains the usual reading room, billiard and card-rooms, and there is a large assembly room. It is a well stocked Institution, both as to books and papers.

Application for membership should be made to the Honorary Secretary.

There are temporary as well as permanent members, *vide* Rules of Club.

Behind the Club are the tennis courts.

The Residency is a palatial building with well wooded grounds. It replaces a house injured in the earthquake. The special features of the new one are the handsome carved pillars, wainscots and ceilings. The house of one Assistant Resident is on the east side of the Residency, and the Post Office on the other, with the polo ground behind. This is also used for occasional gymkhanas. Behind this is the long poplar avenue, in which are situated the houses of the Commissariat Officer and the 1st Assistant Resident; the small Roman Catholic Chapel, and the Settlement and Accountant-General's Offices.

More conspicuous is the large HOTEL opened in 1900 by Nedou and Sons. There is extensive and comfortable private accommodation, and the public rooms are spacious.

There is no dak bungalow at Srinagar.

The golf ground is to the north of the avenue. All the old poplars have recently been cut down. Below the Residency comes the Post Office, the Motor Agency, then the Hari Singh Bagh. On the river bank are the chief agencies and shops, and

a small village, then the Sheikh Bagh, which is an enclosed orchard containing the Cemetery, the houses of Canon C. E. Tyndale-Biscoe and the Mission ladies.

Opposite the Sheikh Bagh is the Lal Mandi built by the late Maharaja as a royal guest-house and banqueting hall. The chief rooms are now being used as a museum. There is a collection of Kashmir manufactures, of coins, old weapons, and an ornithological section.

Ten minutes' walk south from this on the Shupiyon road is the extensive SILK FACTORY. This has been growing year by year, and now assumes a foremost place in the manufacturing prospects of Kashmir. The silk is of high quality. It is the largest factory of its kind in the world, and is heated and lit by electric powers from Mahura.

Silk has been a very old industry in Kashmir.

In 1897 it was placed under European supervision, and a new factory built near Ram Bagh, when the outturn was about 1,000 lbs. raw silk. It increased yearly, the outturn reaching about 350,000 lbs. raw silk which gave a large profit to the State. The industry has been recently very seriously injured by the rivalry of synthetic silk.

About 4,000 men, women and children were employed daily at wages varying from four to eight annas a day.

Besides these, over 150,000 men and children scattered over the valley, took silk-worms' eggs from the factory, reared, and brought in their cocoons, receiving from 5 to 6 lakhs of rupees for their labour. The future of the industry is now in some peril.

The silk factory can be seen by visitors any morning.

Returning to the European quarter one or two camping-grounds and baghs remain to be mentioned. Half-a-mile back from the river is the Chenar Bagh, a beautiful grove of trees lining the banks of the canal which joins the Dal Lake with the river. Rs. 6/- a month is charged for a camping site here or for a mooring ghat.

The Chenar Bagh is a pleasantly cool and shady encampment, much frequented by bachelors, but has no good reputation

for healthiness. There are one or two encamping grounds on the lake which, for beauty and salubrity, are far superior to the baghs in Srinagar, and which are readily accessible.

The Sonawar maidan above the Munshi Bagh is now a reserved garden for His Highness.

House-boats can be moored at a charge of Rs. 12 per mensem anywhere along the river front and a site reserved if electric lighting is paid for. Shade is advisable for these boats. The best is near the island which is also a good place for camping. A mile above the houses is the Ram Munshi Bagh, which was a good place for boats, or tents, but houses have now been built in the best place.

Srinagar is very popular among visitors and deservedly so. For two months in the year—July and August—the climate is hot and somewhat humid, in spite of its elevation (5,200 feet), but in the spring and autumn it is very pleasant. Those who can obtain houses, naturally make Srinagar their temporary home, but even for others it is the best headquarters. The attractions of the Dal Lake, the river and canals, make boating very enjoyable. There are few roads with pretty, or interesting rides. For all purchases of Kashmir wares Srinagar is the only market; so that travellers, whether merely passing through to more distant parts, or sportsmen, or those who merely want change of air and pleasure, all find their natural centre in Srinagar. In this way there is a certain amount of society formed. Early in May arrangements are usually made for carrying on lawn-tennis, cricket and polo, for the short season of six weeks.

Beyond these public amusements there is little society unless, perchance, the Resident is socially inclined and goes in for entertaining. Nor, with such a shifting scene as Srinagar life shows, is much society possible; as visitors are so constantly starting out on expeditions, near or far, and, as a rule, do not care for tennis parties, dinners, etc. At Gulmarg the case is different for there life threatens to be more monotonous, and, having taken the trouble to climb 3,000 feet, people are not in a hurry to leave again. So the round of tennis, golf, races, and picnics, is entered into with more vigour. Most people spend two or three months at Gulmarg.

There are many sights and places of interest in, or about, Srinagar. The city of Srinagar contains about 141,735 people, of whom more than three-fourths are Muhammadans. It has few streets of any importance. A few years ago extensive fires laid portions of the city in ashes. In these places now paved roads have been constructed; many of the old streets have been paved, others, especially on the north side, are still narrow and filthy. But further improvements are now being carried out. The river is the chief highway. Public buildings are few.

Above the fine Amira Kadal is the State Hospital, with good accommodation for civilians as well as soldiers.

Opposite this is the Court-house. The two chief bazars are that at the first bridge, the Amira Kadal bazar, and that below the fourth bridge, called Maharaj Ganj. Below the first bridge is the Shergarhi, a large walled enclosure, containing, on the river face, the old palaces and houses of some officials; behind this a bazar and large courtyard, beyond which are some barracks. This is worth a visit. The palace was badly injured in the great earthquake. Part of it has been re-built and the new Council Chamber and offices are effective. The view down river from the bridge above is picturesque. The projecting balconies of the nearer houses, with their quaint wood work; the curved front of the palace, flanked by two towers, and broken into deep light and shade by lofty pillars, balconies and windows; the massive gilt dome of the squat temple adjoining; the varied forms and colours of the State barges moored in the stream, and the long vista of broad river reflecting the irregular outlines of the city on its banks; and beyond again the fort crowned Hari Parbat, backed by the distant mountains, sometimes grey, as in the morning, sometimes piled up with heavy storm clouds; again in the sunset light taking rich purple tones,—all this makes up a picture vivid in colouring, to which the busy passage of boats gives continual interest and life.

The massive building with lofty columns is the old palace, and beyond the gilt temple is the fine mansion built by the late Raja Sir Amar Singh, K.C.S.I., and his pretty garden villa.

Immediately below the Shergarhi, a canal—the Kut-i-Kul—diverges to the left, cutting off a great curve in the river, which

it rejoins above the sixth bridge. On the opposite side of the river a broad canal brings in the limpid water of the Dal Lake ; a branch of this canal goes to the Munshi Bagh. One of the largest modern temples in Kashmir is the Maharaja's Temple, below the second bridge. Several of the chief shawl merchants' houses are on either side of the river, near the bridge. Further down, on the left bank, is the Mission High School, of which the Rev. Canon Tyndale-Biscoe is Principal. He was coxswain of a winning Cambridge crew in the Oxford and Cambridge race of 1884, and may often be seen coaching a crew of Kashmir lads on the river. The boys are good at all kinds of sport ; also here there is a large Mission Girls' School under Miss Mallinson.

The Shah Hamadan Mosque, which stands on the right bank is one of the finest specimen of Muhammadan building in Kashmir. It is built entirely of wood, the walls of wooden slabs being laid like bricks. There is some pretty carving in the windows. The lofty roof is surmounted by a characteristic open spire with gilded ball. From the opposite bank the mosque with the fort in the background makes a pretty picture.

Lower down, on the left bank, is the Pathar Masjid, built of limestone. It was built by Queen Nur Mahal, and it is said that, for this reason, the woman-despising Muhammadans refused to worship in it.

Below the fourth bridge is the tomb of Zain-ul-Abadin, one of the most renowned of the early Muhammadan kings of Kashmir. The tomb, now rather ruinous, is built of brick. In the enclosure are some interesting fragments and inscriptions, the oldest in Kashmir, in the Pali character, discovered by Rev. Dr. Abbott. The Maharaj Ganj, or new bazar is near below on the right bank. A fine stone landing place leads to a terrace facing the river with shops. Ten minutes' walk from here is the Juma Masjid. The Kashmir art manufactures can best be seen at Mr. Hadow's factory. This can be easily reached from the third bridge, Fatteh Kadal. It is close behind the city on the left bank, about ten minutes' walk from the river. The large temple in sight, on the right bank, was erected a few years ago by the late Pandit Ram Ju, the head of one of the chief

families in Kashmir. From the sixth bridge the view up the river is specially fine. The background of mountains rising behind the fort or rather above the Dal Lake, is seen to best advantage from about here, and towards evening the Eedgah may be visited from this point, or from the Mar Canal, in connection with which it will be described.

There is a well-equipped Dufferin Hospital on the left bank below the sixth bridge, and a little lower down is the serai for Yarkandis, which is worth a visit when caravans arrive there in the autumn.

There are seven bridges over the river. Their names are—1st, Partab Singh or Amira Kadal; 2nd, Habba Kadal; 3rd, Fateh Kadal; 4th, Zaina Kadal; 5th, Ali Kadal; 6th Naya Kadal; 7th, Saffar Kadal.

If horses were sent beforehand to Chattabal, on the left bank below the last bridge one could have a pleasant ride back. The road here leaves the river at right angles. A hundred yards takes one to the road from Baramulla, and then to the old parade-ground—a wide grassy plain, bordered with Chenar trees; the race-course is round it. A bridge crosses the Dudhganga close by, and the road then leads by a fine poplar avenue, a mile in length, to the ghat by the first bridge. Before crossing the first bridge the road to the right passes for two or three hundred yards down a broad bazar. This is the road to Shupiyon and the Pir Panjal. For the first few miles it is very good, broad and shady. Passing down it, beyond the parade-ground, we see on the right the old Cavalry barracks. Further on, to the right, is the Silk Factory beyond which is the wide spill canal, to prevent floods. Across this on the right hand, is a stone temple over the tomb of Gulab Singh. It stands in an enclosure with numerous apartments around for fakirs. Going a little further, one could return across country to the Munshi Bagh, crossing the river in a boat. In doing so the direct road from the city to Pampur will be seen. Pampur is seven miles up the river and there is fair path by which a pleasant gallop may be had, going on one-side of the river, crossing at Pampur, and returning by the other bank. On the left bank of

the river there is little more to be seen. One will usually return across the first bridge, passing through a hundred yards or so of crowded bazar, from which a good road, parallel to the river leads to the polo ground and Munshi Bagh, or, if preferred, one can canter down the poplar avenue which leads the same way.

AMAR SINGH TECHNICAL INSTITUTE.

This is situated in extensive grounds adjoining the Huzuri Bagh, not far from the left bank of the river. The Institute was founded to provide training for students in the crafts of the country in Engineering and the Building arts.

An addition to the original fine class rooms has been made in the form of workshops for engineers, carpenters and potters where power machinery is being installed. The first Principal was Mr. Fred. H. Andrews. Application may be made to see this interesting institution.

So far we have described the banks of the river and the roads, etc., on the left side only, as all this can easily be seen in one or two excursions.

We now pass to the excursions on the north side of the Munshi Bagh and City. Close to the back of the Munshi Bagh is the road from Srinagar to Pampur, of which more anon another road leads across the lower slope of Takht-i-Suleiman through the village of Drogjun over the Dal Gate, and by a causeway into the city in the direction of the Fort. Keeping to the right one can thus ride to the Nasim Bagh on the Dal Lake. Half an hour's ride from the Munshi Bagh takes one to the Fort or Hari Parbat; or keeping to the left, the City is entered, and some narrow stony roads lead to the Juma Masjid and the new bazar. All these places cannot be visited at the same time, and many of them are more accessible by water; so we will describe them separately.

The TAKHT-I-SULEIMAN, standing out from the higher ranges, commands a fine view up and down the valley. It rises over, 1,000 feet above the plains. It should be climbed as early

in the season and as early in the day as possible. It is quite accessible to climbers from every side. Men sometimes go up the face. There are, however, three prominent ridges, each of which gives an easier ascent. That on the west starts from a cemetery, which is five minutes' walk from the Munshi Bagh. Most of the way there are stone steps; the path is steepest at the beginning. On the east a path leads up the hill from a depression or neck, joining the Takht to the higher ridges. This path is nowhere very steep, though rather stony. Half way up, on the right, is a small copse of *pinus excelsa*. Another easy path leads up from the corner of the lake called Gagribal. In the morning the first of these is the shadiest, and consequently the coolest. In the evening the second road is certainly preferable. Going up, the view becomes more and more extended. The panorama of the graceful curves of the river, the broad green plain, and, especially in the spring, the great snow wall of the Punjab mountains is very grand. On the west a gap in the mountains indicates the Baramulla Pass, to the right of which are the markhor grounds of the Kaj Nag, and again on the right the snow peaks of Khagan bordering Yaghistan, are visible. Nearer, a blue streak in the valley reveals the Wular Lake, to the right of which is a frowning range of precipices, culminating in the hoary Haramukh. Almost at one's feet is the city mapped into clearest relief, and the Dal Lake reflecting brilliantly the rugged mountains which rise from its shores.

The temple at the top is of great interest. It will be described elsewhere, *vide* p. 112. There is also a covered tomb on the platform near the temple, and just below it a pakka tank, now empty. There are numerous coverts of partridges on the hill side, but it is all preserved.

At the foot of the Takht, on the west and ten minutes walk from the Munshi Bagh, is the Mission Hospital. This is close to the Dal Darwaza, and is conspicuous from the polo ground by its Red Cross flag and west tower. It consists of one block for out-patients (about 20,000 a year) and five pavilions for in-patients. There is accommodation for 165 beds, as well as quarters for the Lady Superintendents, the Surgeons,

&c. About 2,000 in-patients are received yearly and fed gratuitously. Over 6,000 operations are performed annually. The income, derived from voluntary sources and fees, is about fifty thousand rupees a year. H. H. the Maharaja kindly sanctions an annual grant of Rs. 10,000.

The pretty Hospital Chapel was designed by Sir M. Nether-sole. There are two Mission Surgeons, who are always ready to show visitors over the institution, which during recent years, has been visited by Earl Roberts, Lady Lansdowne, Lady Minto, Lord Kitchener, Lord and Lady Hardinge, Lord and Lady Chelmsford, Lord and Lady Reading, Lord Irwin and F. M. Sir W. Birdwood.

One pavilion is named after the late Maharaja Sir Partab Singh, G.C.S.I., who, accompanied by the then Resident, Colonel Barr, C.S.I., opened it in 1893.

WATER EXPEDITIONS.

Up to the river, half an hour's journey, is the Ram Munshi Bagh. But the chief aquatic beauties of Srinagar are in connection with the canal leading to or from the lake. In order to visit the Dal Lake, one might send on the boat beforehand to the corner before mentioned, and descend that way. The water-way to the Dal Lake is by the canal opposite the Sher Garhi Palace called the "Tsunti Kul" or Apple Tree Canal. It is a broad canal, overhung by lofty chenar trees. Near the river, it is crossed by the Gao Kadal. In its windings the canal offers views of the Takht and the higher ranges, which, with the lovely combinations of massive foliage and clear flowing water, make the Apple Tree Canal remarkable, even in Kashmir. Nearly a mile up, the Chenar Bagh begins, and stretches for some distance along the banks. Sometimes it is entirely under water. Taking a sharp bend to the right, the canal passes to the village of Drogjun, below which is the massive gateway through which the waters escape from the lake usually but by which they are restrained and preserved from the inflow of the river water when the Jhelum suddenly rises. In the floods of 1893 and 1903 this embankment burst and much damage was done in the Dal. The present gate, or "Dal Darwaza," was built by Maharaja Gulab Singh. The water sometimes rushes out with great fury, making the passage dangerous to small boats. This is the chief

obstacle to taking house-boats into the lake, as it is not always easy to get them out, if the river is too high or too low. When the river is high, there is plenty of water in the canal which runs to the back of the Munshi Bagh. At other times, as the passage from the Munshi Bagh to the Dal Darwaza takes over an hour, people send their boats round and walk or ride over. It is scarcely more than ten minutes' walk.

The whole of the area within the Dal Gate is lake or marsh, and is intersected by a net work of canals. The chief of those are: one, turning to the left, which leads to the city; another which skirts the suburbs and opens into the further parts of the lake; and the third, passing straight on by the foot of the Takht and into the nearest division of the lake.

We will visit these now in turn. Keeping to the left for half-a-mile, we pass under a bridge and, traversing a marsh, enter the city. The canal is here called the Mar Nullah. It becomes very picturesque, but should only be visited when full of water, as the dirt and smell is otherwise appalling.

Near its commencement is the Dilawar Khan Bagh, with a State School. Further on the canal is overshadowed by lofty houses, some raised on piles, or with projecting balconies, many semi-ruinous, some massive and built up on the plunder of old stone temples. It is crossed by several bridges, usually heavy stone structures, two of which are covered with shops. Here and there are stone ghats crowded with picturesque figures. Further down the city thins, and there are gardens adjoining the canal. The canal terminates in the Anchar, an extensive shallow marsh or lake, through which there is a way to Ganderbal and the Sind river. Near its termination is the Eedgah. This is a wide park-like plain, where certain melas are held. At one end is the Ali Masjid, a fine mosque recently repaired. It consists of one large hall with lofty roof supported by deodar pillars. It was built in the 15th century. The Juma Masjid is best visited from the Mar Nullah. It is about halfway down on the right, and five minutes' walk from the canal. It is a fine massive building, one hundred and twenty yards square, with a grassy quadrangle in the middle. Its chief features are the rows of deodar pillars supporting the roof. Some of these

stately shafts are 70 feet high. If visited on a Friday, about midday, hundreds of men will be found filling the west side of the building and joining in the chants or responses which echo grandly through the vast corridors. The corners of the building are slightly raised and surmounted by the characteristic open wooden spires seen throughout Kashmir. They are conspicuous in many views of the city.

JUMA MASJID.

A visit to the Cathedral Mosque of Srinagar will interest visitors. The Juma Masjid should be visited at the same time as the Fort. It is situated between the south-end of the Fort Hill and the 4th bridge (Zaina Kadal). The mosque was founded in 1388 A. D. (time Richard II) by Sultan Sikandar Shah. It was destroyed by fire in 1462 A. D., and the reconstruction completed in 1473 by Sultan Mohammed Shah. No record of the second destruction by fire seems to be available but the third fire occurred in 1665 A. D. (Charles II). Reconstruction was undertaken by the Emperor Aurangzeb in the same year. The Emperor's work was so well executed that it has withstood until the present time. The ravages of 250 years have somewhat undermined the Emperor's excellent work, restoration work was begun in April 1916, and has been recently completed.

Outside the mosque, on the west, are some interesting tombs of former kings of Kashmir. There is also a curious miniature temple on a pillar two or three feet high. It is much the same pattern as all the old Hindu temples, but differs in having the pyramidal roof divided into three portions. It is not far from here to the Fort but it might be more convenient to ride over, specially to inspect it. A pass, which may be obtained from the Director, Visitors' Bureau, is necessary.

The Fort is situated on top of Hari Parbat, a long trap ridge rising 400 feet above the plain. The buildings are very poor, and the walls, though thick, by no means strong. An immense sum was spent over the outer wall by Akbar. There are a few sepoy and some guns. The city lies chiefly to the south of the Fort Hill, and can be seen very well from it. To the west are some gardens and the ruins of an old suburb built

by Akbar. The view of the lake is specially good from here the whole prospect is indeed very striking.

At the foot of the hill is Makhdum Shah's ziarat, one of the most popular of Mohammadan shrines. In times of sickness, &c., the people frequently resort to it for cure.

Since remote ages the sides of this hill have been the site of popular Hindu shrines.

On the side of the lake are the suburbs of Kraliyar and Renawari. A ruined Shiah mosque there marks the scene of a great riot in 1874.

Bordering an offshoot of the lake to the north of this is the Jail, where carpets, paper, &c., are manufactured. This is worth a visit. Permission should be asked from the Chief Medical Officer. The Leper Asylum, of which mention is made on the next page, is close by, and may be reached by ferry boat. The ghat below is known as Kujiyarbal. The whole mohalla, or district close by the fort, appears to be called Kilainada.

There is a very direct road from the Fort to the Munshi Bagh *via* Drogjun. From this road, near the Fort, two others branch off east, one of which crosses the canal by the stone bridge called Naiwidyar and thence by a winding path through the marshes and by an artificial causeway, the Sutoo, across the lake opposite the Nishat Bagh to the village of Ishbar, half-way between the Nishat and Shalimar Gardens. This road now brings the water to the city from the reservoir near the Nishat Bagh, and has been raised and made fit for riding. There is a good road skirting the lake to the same places, so that the Sutoo is little used.

Another road, crossing the Bata Kadal, goes by a causeway to Hazrat Bal and the Nasim Bagh. This is marked by signposts from the Dal Darwaza for several miles.

THE DAL LAKE.

The Dal Lake is a lake measuring five miles from north to south and two miles from west to east; it is in parts shallow, and inclining to be marshy; in other parts deeper, and everywhere it is of the clearest water. On three sides a mountainous amphitheatre backs it whose summit is from 3,000 to 4,000 feet

above the water. On the ground, at the foot of these mountains, at the edge of the lake, are numerous villages surrounded by orchards, and the several renowned gardens constructed by the Delhi Emperors. Westwards, towards the open flat, are first, the floating gardens—gardens made of earth and vegetable matter accumulated on water plants, then the half reclaimed marsh, alternate strips of shallow water and made ground, and then the city. The Dal is not one sheet of water, but is divided by causeways and projecting marsh land into three distinct portions; it is, moreover, so covered with aquatic plants, that but little open water is visible by the end of the summer. Passing up the Nasim Bagh Canal in a small boat, it takes about an hour from the Dal Gate to the lake. At first the canal passes between small fields and orchards, then a mile from the gate comes the village of Renawari. On the left a temple stands out into the water. Close by is a busy landing place, where much of the lake produce is sold; then passing under a picturesque wooden bridge, and through the village, the three-arched stone bridge, called the Naiwidyar, is seen crossing the canal. The canal here branches, one portion, the said Kadal Nullah turning to the left. On its bank is an old ruined mosque called Hassanabad. It was one of the few stone mosques in Kashmir. Close by it are numerous graves of kings and nobles of the 13th and 14th centuries. This canal opens out into a series of wide lakelets, extending round the foot of Hari Parbat.

The State Leper Asylum occupies one of the higher outjutting points of land; an admirably isolated and healthy position. It was founded by and for 36 years under the honorary superintendence of the Mission Surgeons. It has accommodation for 120 lepers. Some have been cured. It has now been taken over by State Medical Department.

The main canal passes straight on through willow groves and gardens—alternating with open spaces of water for two miles and then opens into the lake. On the edge of the lake is a village with the large mosque called Hazrat Bal. A supposed hair of the Prophet is kept there, and shown on certain grand mela days when half the city gathers to it. The Nasim Bagh*

*Vide Appendix II, Moghal Gardens, p. 232.

is a little further on. It is a fine park-like expanse, closely planted with magnificent chenar trees. It is well raised above the lake, and catches the breezes, from whence its name is derived. In the early summer months, before mosquitoes have become a pest, there is no more delightful encampment.* Of recent years some yachts have been built; and their owners camp here for the sake of the sailing. There have sometimes been regattas. The masonry terraces and the fountains have disappeared, but the trees are in their prime, and the view from under their dense shade, across the open expanse of the lake, and up to the snow streaked top of Mahadev, is exquisite. In the middle of this part of the lake is the Sona Lanka or Char Chenar Island, an artificial island about forty yards square, banked up by masonry. Past the Nasim Bagh is a village and some large houses; near by is an oil manufactory. At this corner of the lake flows in the Telbal river, or, properly speaking, the river Arrah. Boats can go up it for two miles; it is exceedingly pretty, and there is good fishing. The water is intensely cold. The canal to the Shalimar Gardens is a mile east of this, and the canal itself is a mile in length. The Shala Bagh, as it is called by the Kashmiris, is a large walled enclosure on the sloping ground at the foot of the narrow valley which here emerges from the ranges encircling the lake. There are four terraces planted with orchard and chenar trees. An avenue borders the long line of tanks down the middle. At the end of each terrace is a waterfall flanked by a summer-house. On the upper terrace is a fine hall surrounded by water and fountains. The pillars of the verandah consist of polished black marble from Pampoor. Formerly, the upper part of the gardens whose name means the "Abode of Love," was set apart for the Emperor's Zenana. The place is worthy of Jehangir's fair Queen, NurMahal, to whose love of scenery and taste the Moghal gardens in Kashmir bear witness. Some years ago the banquet given on the King's Birthday was occasionally at the Shalimar Bagh. The weird scene on such occasions, where the glitter of myriads of lamps illuminated the brilliant dresses and fair faces, and the splash of the fountains, mingled with the songs of the dancers

* There is now a charge of Rs. 6 per mensem for camping sites or mooring ghats.

will live long in one's memory. On one side of the garden is a heronry. In the court of the ladies close to the further side was a Turkish bath. Horses might be sent out here. It would then be only twenty minutes' ride to the head of the water-works at Harwan. By motor-car it is only half an hour from Srinagar. The reservoir lake was constructed by throwing a solid earth and masonry embankment across the Valley. Surplus water escaped by a bye-wash, 100 yards broad, with two pretty cascades. The area of the lake was about twenty-five acres and its depth 30 feet. But since 1904 when the dam broke less water is stored. A covered masonry canal is taken off at the water tower, and winds round the mountain slopes to the settling tank at the Nishat Bagh.

In order to absolutely guarantee the purity of the water and safety of a city so liable to cholera epidemics as Srinagar, it was felt necessary in 1901 to remove every human habitation and stop all cultivation in the Valley above the reservoir. Even shepherds are not allowed to graze their flocks, so this grand catchment area of at least 150 square miles, much of which is under snow for half the year is now fairly free from any possible source of contamination.

It is in the canal and river above the reservoir and the hatcheries below that the trout breeding has been carried on.

The lake with its dark green water reflecting the lofty peaks of Mahadev, is one of the prettiest sheets of water in Kashmir. There is good fishing above and below the bye-wash. By road it is 11 miles to the Amira Kadal. The road is a good and interesting one, and so it is less fatiguing to go by motor than by boat, but we continue the description of the water circuit.

Passing from Shalimar to the Nishat Bagh,* the boat goes under a stone bridge, where the Sutoo crosses the lake and then enters the middle and longest portion of the lake. Immediately facing the bridge is the Nishat Bagh, or "Garden of Gladness," terraced up the steep slopes of the hill. There

*Vide Appendix II, Note on Moghal Gardens, p. 232.

is a large house fronting the lake; then a series of terraces with waterfalls and fountains which, as a rule, are only playing on Sundays. The upper platforms are covered with stately chinar trees, and the waterfalls are of considerable height. The top is high above the lake and commands a grand view across the Valley. This is the prettiest place on the lake for a picnic and has the advantage of being nearer than the Shalimar Bagh. Returning from the Nishat Bagh, the boat traverses the whole length of the lake. Near the middle of this portion is the Rupa Lanka, an artificial island with a few small trees. Half way between this and the Takht is a narrow strait through which the southern part of the lake is entered, and then keeping to the right, round the corner of the Takht with the new boulevard road on the left one enters the canal leading to the Dal Darwaza, which is less than a mile further on.

The places of interest around the SOUTH END of the lake may be easily reached by road. The boulevard leads around the edge of the Takht, and is perhaps the prettiest road in Srinagar. The carriage road along the south side of the Takht, crosses the low neck by which it is joined to the higher hills, and skirts the lake. From the Munshi Bagh to this neck, or the GAP, as it is called (Kashmiri, Ait-gaj) is twenty minutes' walk. From it a wide view is gained over the Valley and over the lake. On the left, at the foot of the Takht is Gup-kar, the Home Farm and H. H.'s dairy. This name is probably derived from Gopaditya, a sixth century king. Below it on the lake shore is a pretty grove of plane trees. Continuing the main road to the right it passes His Highness' new Palace, the staff houses and some country houses with beautiful grounds. Then comes the pretty village of Thid. A massive building, high up the mountain side, further on is the Peri Mahal. It was perhaps erected by Sufi Muhammadans for astronomical or astrological purposes about 1650 A.D. It consists simply of some massive terraces with recesses in the walls, some remains of tanks and summer-houses. The Valley beyond this in the bay of the mountains, is partly covered with vineyards; above which is the Chashma Shahi,* a garden of

*Vide Appendix II, Note on Moghal Gardens, p. 232.

the usual Moghāl plan, placed there on account of the beautiful and copious spring which here bubbles up. The Gateway at the front of the garden has been recently rebuilt. The gardens were in charge of a scientific French horticulturist, to whose skill their success was due. Better qualities of fruit are also being successfully introduced. The road to the Nishat Bagh is a good one and very pretty. From the Munshi Bagh to Chashma Shahi is about three miles, thence to the Nishat Bagh two miles, and from the Nishat to Shalimar two miles. A rider might return by the Nasim Bagh and Fort, but if this is too far the Sutoo or embankment across the lake offers a much nearer alternative return road from Ishbar, the first village beyond the Nishat Bagh.

The Valley above the Shalimar Gardens is pretty. It is a pleasant walk to follow the water-course supplying the Nishat Bagh round the corner of the hill towards Harwan, passing some ancient ruins (see page 62).

Enterprising walkers and climbers will find several paths by which the mountains above the lake may be crossed, either from the gap, the Chashma Shahi or the village of Bren; descending either to the Harwan Valley just mentioned, or the southern slopes towards Pampur. Zebanwan, one of the higher points, is 9,000 feet above the sea, and commands a grand panoramic view. The path up it goes straight up from the gap along the ridge, or a better one goes from the Peri Mahal. Quick climbers will do it in two-and-a-half hours. Permission is required to enter the Rakh.

From the Chashma Shahi another long and easy ridge leads up to the Twin Peaks.

From Bren village an hour's walk up the slope leads to Baba Ghulam Din's ziarat. Thence there are two paths. One turns north up a steep ravine. It is two hours' walk to the top. It is possible to walk along the ridges in either direction. The path continues down a pretty ravine north where there is water. To the foot would take two hours. At the corner of the Valley are the Water-works at Harwan, some interesting trout hatcheries and on the slopes above some ruins (see page 62).

The other path from Baba Ghulam Din's ziarat ascends to the east. It is two-and-a-half hours to the top of the ridge. The path continues down to the village of Khonmu in the open Pampur Valley. From the top of the ridge it is half an hour up to the summit of the mountain on the north. This is the highest point of the whole ridge (9,400 feet), and gives a splendid view.

From the village of Ishbar beyond the Nishat Bagh there is a path to the top of the ridge. This was formerly the site of a shrine, Suresvari

and half-way up is the sacred spring Satadhara. The summit Barabal is 8,573 feet.

There is another path which leads up the Water-works Valley to Dachgam, from there it crosses a low col. (2,000 feet) to the Pampur Valley near Khonmu about 8 miles from the Harwan reservoir.

Pedestrians should always take drinking-water up these mountains.

Mount Mahadev (about 13,000 feet) rises behind the Shalimar Gardens. Hindus make a yearly pilgrimage to one of its lower peaks.

Several Europeans have climbed it of recent years.

The Hindu route follows the Valley above the reservoir for two miles then ascends a steep grassy spur. A much better route is the following:—1st day camp at Dara village one hour north of the reservoir. Height 6,200 feet; 2nd day turn east up a narrow ravine, a fair path on right bank of stream. Two hours on are Gujar huts. Path then crosses and ascends more: through sparse forest. One hour on it leaves the stream and ascends more steeply a grassy slope on the north side. At 10,000 feet are Gujar huts on a small steep marg Ledwas, with pine forest. Good water. Here camp. It is easy to go to the west summit of Mahadev the same day. A higher peak, Handil 13,273 feet with fine central position overlooking the Sind Valley is north-east of Ledwas about three hours' climb, and up the same Valley is a shepherd's path to Jajimarg and the Lidar.

By this it is 3 days from Dara to Lidarwat, pages 93-94.

Coolies for this expedition should be taken from Shala Bagh and Harwan; rassad should be taken for them.

Day trips can be taken to TAKLA SANGRISH *via* Telbal and Gos; also to FAKIR GUJAR (route for Burzakut 10,763 feet) *via* Dara.

RUINS ABOVE HARWAN.*

Basements of several residential buildings, one apsidal temple, clay seals bearing in low relief in Shāradā characters "Ye Dharama," etc., the Buddhist sacred formula. A stone inscription in the same script. A large courtyard of figured tiles round the apsidal temple, concentric circles of figured tiles with Kharoshtri numerals. Structural style and tile figures show Sassanian and Central Asian features. Nāgārajuna, the famous Buddhist teacher lived here.

Date first to second century.

*These Hindu ruins mark the site of the famous Buddhist monastery of Shad'arhadvana. Notes kindly supplied by M. F. Kaul, M.A., Shastri.

CHAPTER VI.

GULMARG AND THE PANJAL RANGES.

FROM Srinagar we turn to Gulmarg. Looking straight down the river from the Munshi Bagh, it will be seen that the western end of the Panjal Range is a rounded mountain usually partly covered with snow. If the day be clear, halfway down that mountain a dark pine-clad ridge will be seen extending horizontally round the slopes, and with good glasses it is possible to see, among the trees crowning the ridge, a few huts. This is the outer ridge of the broad basin like depression called Gulmarg—the Meadow of Roses.

Gulmarg is about 8,500 feet above the sea. The mountain meadow to which the name properly belongs, is about two miles long, in places half a mile broad, and is somewhat crescent-shaped. There is ample level ground for a race-course, polo-ground, etc., by the side of which is a stream. On either side are rolling hillocks with scanty pine clumps, which merge on the outer or eastern edge into the low fir-clad overlooking the plain; and on the inner side into the dense forest covering the slope of the mountain which rises behind. To the north, a succession of similar meadows extends round the mountain side. Directly above Gulmarg at the forest limit, is another space, called Killanmarg—the Meadow of Goats. A large number of huts have been built by visitors on the wooded knolls round Gulmarg, and especially on the ridge overlooking the plain. Of late years the Resident and most of the visitors have gone up there. There is a Church, Club, Post Office, Telegraph Office and Bazar. In May the place springs suddenly into life, and by the end of September it is again deserted.

There is a comfortable hotel kept by Mr. Nedou with a large room used for concerts, etc. The Church is on a knoll just below. The Maharaja and various Kashmir officials now have residences there but often do not go.

*For list of available huts see Visitors' Rules or
Apply to the Divisional Engineer.*

The usual season rate for a furnished four-roomed hut is from Rs. 400 to 600 upwards according to size and furniture. Most of the visitors' huts are bespoke early a year before, but there is ample space for erecting new ones or for camping. A circular road, commanding views across the Valley, runs level for four miles outside the ridge.

The climate would be delightful but for the frequent rain, which is, at least, three times as much as at Srinagar. The scenery and flowers are lovely. In natural advantages it is immensely superior to other Himalayan hill-stations. The views across the Valley in clear weather, including the Wular Lake and the great snow capped mural ridges beyond, are magnificent. The Nanga Parbat, a snowy peak, nearly 27,000 feet high, ninety miles to the north, is beautifully seen and may well fascinate even those who have seen Kinchinjunga from Darjeeling. The margs are covered with herds and flocks which are gradually driven to higher pastures during the summer and descend in autumn to the Valley. Gulmarg is but one of many mountain meadows found at different elevations on the northern slopes of the Pir Panjal. The elevated plateaux or karewahs, which extend to the foot of the hills are usually cultivated with maize, etc., to about 6,500 feet about the sea. At this point forest begins, and there are usually pretty meadows bordering or interspersed among the lower forest slopes. Between the Ferozepore Nullah, below Gulmarg, and Hirpur in the Pir Panjal Valley, there is scarcely five miles without such meadows, some being of large extent. In most places the rivers from the snowy Panjal cut their way deeply through the forest-clad ridges; and behind these ridges at elevations from 8,000 to 12,000 feet, are broad, gently sloping pastures, similar to Gulmarg. The largest of these margs is the Tosh-maidan, some ten miles south-east of Gulmarg. Further down the range might be mentioned Ludur Marg, Sangarwini, Kang-watan, etc., some of them are decidedly prettier than Gulmarg, though none are so suitable for the purposes of a general hill station. The higher margs are under snow till mid-summer.

Many of these contain large ponds or lakes. The largest of these is Konsar Nag, of which more hereafter.

ROUTES TO GULMARG.

Visitors to Gulmarg should make all transport arrangements some time beforehand. Luggage will go by ekkas or lorry to Tangmarg, and most people go by motor. Some go by Bareilly cart starting in the evening breaking the journey at Magam, and arriving early next day at Gulmarg.

I.—(1) **Srinagar to Magam**, 14 miles.—The direct road is by far the most convenient way for travellers from Srinagar. It turns off from the Baramulla road about eight miles from Srinagar, and crosses the flood canal and the Suknag stream, thence leads across the level plains by Mazahama and Magam, where there is a rest-house and shady encamping-ground. There is a Thekidar, and supplies can be obtained. There is a large good dak bungalow. Mosquitoes may be troublesome.

(2) **Magam to Gulmarg**, 13 miles.—The road ascends steadily across the plateau or along the banks of streams passing numerous hamlets. Carts can only go to the foot of the mountain (ten miles) Tangmarg, where there is a serai, with special arrangements, for riding ponies, kahars and coolies. There is a small dak bungalow. A bridle path at a much steeper gradient for the last three miles enters the marg by a gully below the Residency. On the left of this is the Residency Surgeon's house. There is a shorter footpath which ascends steeply and enters the marg near the bazar. The ascent from Tangmarg is about 1,500 feet. It is rather muddy in wet weather but in fine it is a beautiful forest path.

II.—**Another route is via Palhallan**.—This is a small village, accessible by boat from Shadipur, and about eight hours' journey below Srinagar. As the canal crosses the marshes it is infested by mosquitoes. If many coolies are quickly wanted, it is necessary to send word to the Tahsildar of Baramulla, the two days before. Palhallan is near Pattan, the stage between Baramulla and Srinagar. The temples there are worth a visit. One of them was almost overthrown by the last earthquake

and the ground near by was deeply fissured. A hundred people were also killed in this village. Pattan is, however, quite two miles off the road from Palhallan to Gulmarg, which, on reaching the foot of the karewahs, turns to the right for a mile or so, crossing a fair sized stream, then leaves the Baramulla road and turns to the left towards the mountains; it passes through a village, then mounts the karewahs. It is a pleasant riding road. The distance to Babamarishi is about fourteen miles.

Several villages are passed through. The path is steep in places, especially in the last two miles, which are through pine forest. Babamarishi is a large ziarat or shrine, named after Baba Pam Din, a noted rishi or ascetic, who flourished in the time of the Delhi Emperors. There is a large building inhabited by the present rishis, and a range of guest-houses accommodating the numerous pilgrims to the shrine. In front of the monastery is a small open room for European travellers.

Babamarishi is 7,000 feet above the sea. The climate is fairly cool. Some, for whom Gulmarg is too high, may find it a pleasant encamping-ground. From Babamarishi a well made bridle-path winds at a fairly easy gradient round the mountain to the left; ascending steadily, the view extends. It is about three miles to the top of the ridge, where it crosses the circular road, and enters Gulmarg close to the chief bazar. Another path from Babamarishi turns to the right and zig-zagging up the hill emerges from the forest on to a beautiful glade, whence a fairly level, grassy path follows up the stream to Gulmarg which it enters at the further end from the bazar. This is one or two miles longer than the new road.

III.—From Sopor *via* Kontra, two marches.—Sopor is one day's journey by boat from Srinagar. Coolies for the journey can be easily got, and also supplies.

(1). **Sopor to Kontra**, 14 miles.—The road with a general south by west direction, winds across the flat for five miles; then entering the narrow valley between karewahs gradually ascends, crossing the Baramulla-Srinagar Road, and passing the villages of Naopur, Wogra, Minnegam, etc. In places it is very pretty. From Minnegam the path winds along the

side of wooded hills. At Kontra there is a good encamping ground. In the ravines about here there are bears at the time, when fruit and crops are ripening.

(2) **Kontra to Gulmarg.**—8 miles.—The road ascends, crosses a low ridge, then follows up a pretty glen, called Nambalnar. Three miles on, the ascent becomes steeper. It is then about two miles on to Babamarishi, where the Palhallen route is joined (see above).

IV.—From Baramulla via Kontra, two marches.—(1) **Baramulla to Kontra**—9 miles.—From Baramulla the path, striking almost due east, winds first easily, then steeply up the ridge to Gohan, a distance of four miles. It then keeps to the top of this ridge, whence there is a fine prospect; and joining near Shimlalan, the path already mentioned, turns east and gradually descends into a nullah, on the opposite side of which, amid a grove of walnut trees, is the village of Kontra. Here the road from Sopor is joined (see above).

(2) **From Chota Kashmir.**—Five miles from Baramulla by the first tonga dak house, a path turns to the east, round the foot of the forests, and passes by the village of Badahama up a pretty wooded valley. Five miles up this valley are several villages, in the immediate neighbourhood of which is a large chasm made by the earthquake of 1885. Here the village of Laridura was annihilated. This is well worth a visit. There are many places suitable for camping, either here or over the low ridge above, at a village called Shimlalan. The second march to Gulmarg joins shortly the path from Baramulla, and, crossing a low nullah, goes *via* Kontra and Babamarishi to Gulmarg.

V.—From Rampur, two marches.—(1) To camp (Somar Ali), twelve miles about. To Naushehra on the cart-road is five miles (see Murree road). The path then turns up a steep ascent through the village, and then up the left-hand side of the ravine through deodar forest. After about one-and-a-half hours' ascending, the path becomes less steep for the next hour but then again comes a long stiff zig-zag ascent, which in wet weather is very slippery. Ladies should only come this route, or horses be taken, in very fine dry weather. Coolies would be taken from Rampur. The ascent is not less than 4,000 feet. Close beyond the top is a large marg with some gujar huts, and a torrent below. Here camp. Height about 9,500 feet.

(2) **Camp to Gulmarg.**—about 10 miles.—The path in places is fairly level, but has frequent ups and downs; it leads north-east and then east through a succession of margs and fine forests, and crosses several streams. The path leaves the extensive Lilanmarg on the right, half way, and finally enters Gulmarg below Dhobi Ghat.

EXCURSIONS FROM GULMARG.

1. See Map No. 43 F-S, 34° N. 74-20 E. The mountain above Gulmarg, Apharwat rises to 14,500 feet above the sea. This is nearly five hours' climb above Gulmarg, and three hours above Killanmarg. There are two paths to Killanmarg. One from Dhobi Ghat, at the north-west corner of the race-course, the other at the upper south-west corner of the meadow. Both these paths are cattle tracks leading directly up the forest slopes. The second one passes through one or two small meadows and a Gujar encampment. The climb can be done in an hour to the upper edge of the forest. The marg slopes up gradually and is covered with Alpine flowers. At the upper side there are usually many old beds of névé (frozen snow) where I have seen tobogganning in July. Excellent ski-ing can now be obtained in the winter and early spring.

From the south upper corner a path may be seen ascending steadily to the left, and crossing the lower corner of the ridge, which it strikes at a height of 12,500 feet.

This is the bridle-path to the Ferozepore Pass and to Punch. It may be seen from this ridge to wind along the grassy slopes of the valley to the south; travellers would encamp at the bottom of the valley and, crossing the Ferozepore Pass next morning, would descend to the little village of Gagri; thence it is two rough marches to Punch.

From the point where the Ferozepore route crosses the ridge, it is about an hour-and-a-half's climb to the top of the mountain or rather to that portion of it seen from Gulmarg; for the real summit (height 14,800 feet) stands a mile back from the ridge. The deep hollows on the north side contain two small tarns, which are frozen,—till far on in the summer.

2. These little lakelets may be visited by another path, this follows the ordinary route past Dhobi Ghat towards Rampur

for one hour, then turns up a narrow ravine by a well-marked track. It is more than two hours' climb to the little meadow and shepherd's hut, called Allopathar. Crossing this, and keeping round the shoulder of the hill, the path enters the long grassy valley, at the head of which are lakelets, still two hours' ascent beyond Allopathar. The valley is called Gagrimgarg, and the lakelets Gagrimgarg. This is a long day's work.

While the ravines above Killanmarg are full of snow, the best route down from the top is by glissading. I have thus come down in twenty-five minutes a distance it took four hours to ascend.

3. The Ferozepore Nullah is the deep valley to the south. The gradual descent of 1,200 feet takes about an hour. Thence a pretty path along the bottom of the valley leads in about an hour to where the valley bifurcates. Here is a charming spot for an encampment or picnic, there is also fishing. From here the valley leading west is that to the Ferozepore Passes. The precarious foot-path skirts the rough ground at the foot of the precipices, and lies in places on snow which accumulates to a great depth and resists the summer heat. Where the river burrows its way under these snow masses, it forms picturesque snow caverns and tunnels, best seen from the upper entrance, and about the end of June.

4. Some miles further up, five hours from Gulmarg, is Banibali Nag, height 9,600 feet, a small lakelet formed by landslips. From this place there is an alternative route back by the ridge above Killanmarg. The path up the valley soon joins the ordinary Ferozepore route.

The whole circuit has been walked in eight hours.

5. Below Banibali Nag three ravines join—that to the left (south-east) leads to Kantar Nag, a lakelet on top of the mountain (13,250 feet) from which there is a view over the Punch side.

The first day from Gulmarg the camp should be pitched up this ravine above the forest limit, at about 11,500 feet. The next day the lakelet and pass can be visited, and return to Gulmarg. The return journey from the camp would take about six hours.

6. **Gulmarg to Toshmaidan.**—Three days going and two returning. Good forest path up the crest of the ridge from the Fisher's bridge through marg after marg in any of which one can camp. 1st camp Danwas, 2nd camp Tejjan, 3rd Toshmaidan. Returning camp at Danwas.

7. Another two days' excursion might be made to Zamir Pass. This is by the Ferozepore Nullah to its bifurcation and then up the valley south-west. It is two-and-a-half hours to the junction, where there is a log bridge.

Then a steep ascent of 300 feet in forest. One hour to Gujar huts. Beyond this often remains of old snow-bridge (height 8,000 feet). Keep up main valley to right on cattle tracks one hour. Ascend through forest and grass slopes two hours to shepherds' huts, close to prominent pine knoll. Here camp, height 11,000 feet. Next day the Zamir Pass can be visited. There is some very rough boulder work at the head of the ravine which the path on right avoids. Return to Gulmarg from Camp in five hours.

8. It is a longer excursion to the Toshmaidan, 33,35 N., 74,35 E., and the journey may be continued right along the upper marg to the Pir Panjal Pass. The chief difficulty is in arranging for coolies and supplies. Of course there are no regular bridle-roads, and only cattle-tracks from one shepherd encampment to the next.

Probably the best plan would be to make a private arrangement for baggage ponies, starting from Ferozepore, Kag or Drang.

The following brief account of a trip by the author would enable a pedestrian, with the help of a good map, to find his way. The Kashmiri shepherds only knew the few miles nearest their own grazing-grounds. We went by map chiefly. Milk and sheep are the only supplies to be got.

First day—Gulmarg to Camp (Bandi), ten hours, including halts.

Path up Ferozepore Nullah, as in route to Zamir Pass. Near old snow-bridge cross stream. Then keep to the left (east) up side of valley. Steady ascent to 10,000 feet in forest,

then on margs with the mountain on the right, and low grass ridges on the left. Two miles beyond edge of trees is shepherds' encampment (Bandi). A good pedestrian might go from Gulmarg to Toshmaidan in a day, but coolies would not keep up.

Another route is down to Tangmarg, cross the river, turn to the right, then by mountain paths ascend through the forest to a ruined tower, and then to Daswanmarg and Vehinar; camp then next day by Pejan over the Kral Nagal Pass.

Second day.—Start from Bandi north-east, ascending 800 feet to a grassy ridge. In front to the left is a grassy valley and marg with huts and a canal. Keep east along slopes, descend to and follow up the valley. At the head turn north, then north-east to top of the Kral Nangal Pass, about 12,002 feet. From this a magnificent mountain view east and north-east. Descend 2,000 feet to a vast rolling grassy plain dotted with cattle and shepherds' huts. This is the Toshmaidan. The best camps would be on the ridge to its north, where there is shade as well as water. We crossed the ridge marked Lal Alam Shah. An easier path would be lower down to the marg and Gujar village, called Hakakhal, from which an easy ascent to the shepherds' huts at Dorein where we camped, height 9,500 feet. Ten hours, including halts (see also page 74).

This is one of the most beautiful and secluded of margs. Large cattle-tracks lead over into Punch from here as well as from the Toshmaidan (see page 70).

Third day.—An easy gradual ascent (three hours) over the shoulder behind Chanz, a rounded hill marked in map Chagga, then cross the ravine; a bridge over river from Tatakuti mountain (this bridge has long been in disrepair), then several miles of almost level moorland, Diskhal, height 11,000 feet. Drop down through forest to head of canal Mitskan, cross Sangsfed river, Phras Nag, height 9,800 feet. Here are some Gujar huts in an open marg. A fine spring not far off, whence the name. Total five hours, including halts.

Fourth day.—Descend *via* Yusimarg to Nilnag (two-and-a-half hours), or following down Yusimarg to Pakipur (four hours). Here there is a ziarat and village with few shops; camp above village near canal in walnut grove.

For Pakipur or Nilnag, *vide* section below.

SOUTHERN KASHMIR.

The whole Pir Panjal range from the spurs above Bara-mulla to the Banihal Pass is wooded with grassy glades at intervals, and the slopes are generally very easy.

At the foot are plateaux intersected by deep ravines. Above come the forests; then the upper margs, many of them as level as Gulmarg; then grassy slopes leading up the easy outstanding spurs, and narrow valley running to the more difficult rocky and snowy summits of the watershed.

Wild and jagged as is the lofty ridge, it looks from a distance merely a serrated line. None of the passes, except the Pir Panjal Pass, are below 13,000 feet, and most of the higher points are between 15,000 and 15,500 feet.

Some years ago all the peaks of this range were virgin. Several of the highest have now been ascended, the Toshmaidan Peak, also Tatakuti, Sunset Peak, and one or two others. Some are so easy that a pony might be ridden up, others require skilled crags-men with ropes, and many hours' hard work from the nearest possible camping-ground.

Lakelets.—There is glacial snow in many of the highest hollows, with numerous tarns, between 12,000 and 14,000 feet formed by old glacial moraines. Such are Gagri Nag (p. 69) above Gulmarg, and Kantar Nag (p. 69). Further east are ten or twelve others. The largest of all is Konsar Nag (p. 77).

Passes.—There are passes used by goatherds every ten miles or so; these all lead down to the Suran river.

At the head of the Ferozepore Nullah are three, one of which is used for laden ponies (see p. 69).

From the Toshmaidan there are two easy passes; it is one day only to the nearest village on the Punch side.

In olden days Kashmir kings more than once took refuge from rivals in forts south of these passes above Mandi. There are some old robber towers on the Kashmir side, one at the Toshmaidan—overlooking Kag and one, Lal Khan's Kila, further north-west, looking towards Ferozepore.

1. **Toshmaidan to Nala Nar**—ten hours, with coolies.—Slow easy ascent. Five hours to Nandan Sar. One hour to top of pass, 13,500 feet; steep descent, 2,500 feet to a shepherds' hut.

2. **Nala Nar to Gajri.**—Five hours' steep descent through forest; huge rocks; cliffs festooned with creepers and ferns. Scattered villages. Here join other routes from Ferozepore Pass.

The next march is to Mandi, a large village 33°47' N., 74°20' E. The road is rough, but picturesque. Thence to Punch.

II.—A better path, by which Kashmiris take cattle and laden ponies, is from—

1. **Dorien to Nurpur**—about six hours.—Dorien is a Gujar village one march from Riyar (see also page 74).

Thence it is an easy grassy ascent to the Nurpur Pass above 13,000 feet high, and one-and-a-half hours down to the village of Nurpur, only inhabited in summer.

2. **Nurpur to Lohrin**—six hours.—Path steep and rough in places, through fine forest scenery. Lohrin has been indentified by Sir A. Stein with the ancient Lohara which played an important part in Kashmir history as the ancestral home and stronghold of a dynasty in the 10th and 11th centuries. From Lohrin it is about three hours to Mandi and another long stage to PUNCH. The author came from the Punch side. It took the coolies altogether eleven hours from Mandi to Nurpur and thence five hours to Chanz; and six hours down to Gogij-patri (Nilnag).

III.—Further east is—

THE CHOTI GALLI PASS.—From the Punch side it starts from the usual Pir Panjal route.

(1) From Baramgalla.—Descend to river; cross it; a long spur leads due north (the Pir Panjal route is to north-east). Follow Gujar path five hours to some huts in pine forest. Water is near.

(2) **Camp to Hilan.**—(a camping-ground).—Still up the same main spur. Ascend above forest. Camp by big shelter rock. Water is half a mile off in ravine below. Total distance eight hours.

In descending these two marches would only take six hours.

(3) **Hilan to Ludurmarg.**—A steep ascent, partly on snow, up ravine three hours to top of pass (14,500 feet); then turn north-west down snow beds, one hour to meadows (Chits-Kayi Nar), then two hours to Ludurmarg, passing goatherds' huts; then up to right on to a sloping plateau; which follow down to edge of pine forest, where are scattered huts. Total distance six hours.

(4) **Ludurmarg to Nil Nag**—five hours.—A descent through forest across Yusimarg; then steep descent to the lakelet of Nil Nag.

(5) **Nil Nag to Srinagar.**—20 miles.—(see page 75).

This route is more direct than the Pir Panjal Pass, but is rough going up and over the high pass.

From Srinagar the best bridle-paths to the foot of the southern mountains are—

(1) **Via Magam**—14 miles (see Gulmarg road, page 65).—Magam to Kag, 10 miles—Kag is a large village, height 7,000 feet; a camping-ground, quarter of a mile west of village, by chenar trees.

Kag is about 15 miles from Gulmarg on a path leading *via* Ferozepore along the foot of the range eastward.

A large cattle-track leads up to the Toshmaidan, four hours. It zig-zags up the steep grass and forest slopes, ascending 3,500 feet.

(2) **Via Watrehel**—14 miles.—Leaving the city by the bridge beyond the parade ground, a bridle road goes to Wompur, six miles. One mile further is Badgam tahsil. Then ascend plateau, path winds up and down. Watrehel stands high, a group of villages close below a low ridge, marked by a ziarat.

Watrehel to Toshmaidan—Choice of two paths. Most direct is to Drang, ten miles; then steeply up the mountain six miles, entering the marg by an old watch-tower (see page 70).

The other path goes to Riyar, keeping almost due south, eleven miles and crossing the Suknag ascends by Rangazabal, and round the corner of the spur, then turning west to the Toshmaidan, eight miles. This is the best path. From Suknag bridge to top of steep ascent $4\frac{1}{2}$ hours, then 1 hour along slopes, and 1 hour more ascent. Coolies would take much longer.

(3) **Via Yechgam**.—This path leaves the city at the first bridge, passes the barracks on the left with the cart-road on the right; crosses Batmalu bridge, then turns left and across rice-fields, three miles; then up and over the dry plateau, three miles down to the village of Yechgam; then ascends gradually to the left, and enters the broad valley of Dregam which village is some distance on the left. One might camp there among the splendid chenars.

The direct path keeps up the right side of the valley to Khan Baba Sahib Ziarat. There are plenty of camping-grounds all along the road. The Ziarat is about fourteen miles from Srinagar.

Then the path ascends steadily from some four miles, passing several little villages. Descending, 200 feet of grassy plain is reached, beyond which the forest begins. Two miles on, over a moorland, and then a steep descent to a river, is Riyar. Total distance twenty miles.

The fine marg Dodipatri is about $1\frac{1}{2}$ hours south of Riyar by forest paths, steady ascent. Further east is Majpatri.

From Riyar a fairly level path runs eight miles north-west along grass slopes with pretty villages, and orchards and groves of walnuts, to Kag and thence to Gulmarg (see above).

(4) **Via Nagam.**—Crossing the first bridge, turn left along Shupiyon road with its avenue of poplars to Kralpura, six miles. One mile on by big chenars take large path slightly to right. One mile on is a bridge Ali Kadal near Wahtor village. The path goes on south through rice-fields, three miles to Tsodar, where another bridge; then one mile to Nagam. Total twelve miles. This may be driven in a light cart, or car.

From Nagam there are two paths; both are fairly good.

(a) **Nagam to Nil Nag, 8 miles.**—This skirts the north slope of the plateau, past the villages of Badigam and Nurpur, two miles; half a mile further by 15th mile post avoid the broad track to south up valley to Hoplu but keep south-west up ravine to Branjan, 2½ miles, and continue path up ravine gradually ascending to village of Bazgu, two miles; thence more westerly up slopes, one mile, to village of Gogijpatri. Above this is the lake Nil Nag, height, 6,800 feet. Here is a forest rest hut.

(b) **Nagam to Pakipura, via Tsrar, 12 miles.**—This is the main path. Immediately above Nagam it ascends and crosses a plateau or karewah; then passes up a narrow valley; and finally there is a steep ascent to Tsrar, distance five miles. This is a large village and a great place of Muhammadan pilgrimage; for here is shrine of Sheikh Nur-ud-Din, the most famous of all Kashmiri saints. The best camp is north-east of the town on top of the ridge, among some apple trees. Water is scarce and not good, but a new canal has been made. From Tsrar to Pakipura, the road keeps along the plateau, gradually ascending towards the south. Camp above the village. Pakipura stands on the edge of a deep ravine, height about 6,500 feet.

There is a beautiful journey from here to Gulmarg along the lower mountain slopes. It would take four days.

The path leads by Yusimarg, west; then through forest, with occasional glades and Gujar huts, for one-and-a-half day's journey to Riyar, thence by Kag as mentioned above.

There is also a path across to Punch *via* Choti Galli Pass (see above).

(c) **Pakipura to Shupiyon.**—12 miles.—Descend the steep ravine south, then turn to right, and ascend further back to a village.

For the next six miles the path leads through pretty wooded scenery with extensive forest slopes on the right and low wooded hill on the left. Then leaving the forest it keeps to the left and joins the Rambhara river, keeps along the foot of the slope for a mile or two, then crosses the river valley across a rather stony, scrubby plain to Shupiyon (page 33).

(1) **Shupiyon to Nilnag via Chawan.**—Cross Rambhara river to left bank, follow Srinagar road for a short distance and then turn off to left through hilly scenery similar to pine districts of Kent and Surrey. Pass through villages of Narpura, Veshur, Maspura and Kellar to Chawan.

General direction of road is parallel to Pir Panjal range, near the low wooded slope. Village of Chawan beautifully situated just within the

forest and about six miles from the base of the mountains. Six hours from Shupigon.

Small but good camping-ground. Bear said to be plentiful at certain seasons of the year.

(2) **Chawan to Nilnag.**—Descend a steep hill, cross the river Kachgal and ascend a similar steep hill on opposite side, half-hour. Another half-hour more or less on the level, then enter forest down another steep-hill, cross another river, ascend the other side half-hour to a clearing containing a collection of Gujars' huts called Nagbal.

Turn to left through forest along fairly wide path, following up left bank of stream, shortly afterwards reaching the entrance of the beautiful grassy Yusimarg. Good going for 3 miles. At the top of the marg turn sharp to right—cross a ridge and then down a slope; turn to the left through forest, one mile along the ridge and then descend to Nilnag.

Actual walking time—4 hours; estimated distance—12 miles.

(6) **Nilnag to Dudhpatri.**—(Budhi Patri).—Leave early. Over the hill at the back of Gogijpatri on the other side then half-left across karewah through fields for ten minutes, then down a steep hill across the river Sangsafed up the other side through the village of Brenwar, then across another karewah over the river Yechara to the other side of the valley, then sharp left up the same and alongside of pine woods, then through jungle to Mujpatri. More jungle to a marg, shortly afterwards reaching Riyar 4 hours, coolies 5 hours.

Beautiful spot for a camp, air sweet and crisp. Magnificent view of Nanga Parbat. Adjacent scenery very Swiss like. Estimated distance to Riyar—10 miles.

Go due south up the valley, gradual ascent all the way—cross a ridge into another valley. Pitched camp to the foot of Chanz mountain—2 hours. Distance—5 miles. Good camping-ground. Supplies—milk only.

This joins on to the route above mentioned, (page 70).

SHUPIGON TO HARIBAL FALLS.

The path is for the first mile or two along the road to Hirpur; then it keeps to the left across the plateau for four miles to the village of Sedau, where camp 74°50 E. 33°40 N.

From Sedau, a path turns to the left (east) down-towards the gorge, from which the Veshau river escapes. It then winds to the right through woods, with a steep descent to a level place on top of the precipice, a distance of about two miles. Over a rock balustrade one looks down for 200 feet to the river, which here bursts its way between narrow vertical walls, and springs over a height of about forty. In the autumn the water is low, and the fall narrow.

These falls are, perhaps, best visited from the east, the right bank of the river. But there is no way of crossing till some miles down, opposite Rishnagar (see page 78).

Sedau to Konsar Nag two marches (Map No. 29).

This is one of the largest mountain lakes in Kashmir.

Sedau to Chatter Nag, 9 miles. For three miles a gentle ascent, through forest, then descend 500 feet to Saidwas stream, a log bridge. Then a very steep ascent, one hour, through forest, to Ramkasan; then one-and-a-half hour round slope of hill, leaving forest, and gradually reaching the Veshau stream. Camp in coppice of dwarf birch near river. Kangwattan is a Gujar summer village, three miles down on the right bank.

Chatter Nag to Konsar Nag, 3 hours.—For first two hours a gradual ascent up the pretty grassy valley near stream; ponds on a level space. The next hour up last 1,000 feet, is steep and rocky. The waters of the lake escape half-way up this barrier which is evidently an ancient and gigantic moraine. The lake is over two miles long and nearly 13,000 feet above the sea. Beyond it is a narrow glacial valley. The lake is often frozen till early in June. Above it, and conspicuous all over the valley of Kashmir tower, the three rugged peaks, of which Brahma Sakul (15,523 feet) is the highest. These are plainly seen from Sialkot.

This trip may be well done from Hirpur on the Pir Panjal route. From Hirpur *via* Sedau to Shupiyon would be about thirteen miles, and could easily be done in the one day, including the Falls. The Konsar Nag trip requires three or four days from Sedau.

Leaving Sedau with the Konsar Nag path, but soon diverging to the right, is the Budil Pass route (*vide* route tables at end).

East of Shupiyon are the following routes. Part of these routes need Map No. 29 if south of Shupiyon:—

- A.—Direct to Islamabad (Anant Nag.)
- B.—*Via* Kulgam to Islamabad (Anant Nag).
- C.—*Via* Kulgam to Vernag.
- D.—*Via* Deosar District to Vernag.

A.—Shupiyon to Islamabad.—18½ miles.—The road leads down through the bazar, follows the stream short distance, then turns east, and proceeds across the karewahs, crossing the shallow ravines *via* Hajipura, to Teregam, the first stage 10 miles, where it descends into the rice-growing district, watered by the Veshau canals; then across the

plain four miles north-east to Khaimu where the Veshau is crossed by ferry. The road is then level and good to Kanbal, three miles, where is the dak bungalow, khansaman supplies and transport. Islamabad is $1\frac{1}{2}$ miles on. This is a tiresome march.

B—(1) Shupiyan to Kulgam, 13 miles.—This is also an uninteresting march crossing numberless streams. It follows the path mentioned above to Hajipur, five miles, then diverges slightly to the right, and after three miles descends to Ar, and thence, across rice-fields, to Salgam, three miles; after which a better road on a karewah leads two miles to Kulgam descend below the ziarat to a camp behind the tahsil. Good shade and water. There is good fishing in the Veshau between Kulgam and Khaimu.

(2) Kulgam to Islamabad, 11 miles.—Ascend to the bazar, then descend through rice-fields over to Khaimu. Dungas can come to Khaimu in summer, and there is good camping-ground. Thence to Islamabad as given above.

The above A and B are driving roads, but would be bad in wet weather being unmetalled, and rough for motors.

C—(1) As above, Shupiyan to Kulgam, 13 miles.

(2) Kulgam to Rozlu, 12 miles.—Cross the stony Veshau Valley to Bun Deosar, four miles; then up and over a wooded spur to Bringan Lanar, six miles a pretty enclosed basin; then over another spur to Rozlu, two miles, or by a lower path by Pet Deosar and Sargam to Yor, ten miles from Kulgam. The latter is the ordinary path.

A direct path from Bringan Lanar is about 15 miles, or six hours to Islamabad, fording the infant Jhelum or Vyath.

Rozlu to Vernag, 8 miles.—Path crosses the low-wooded spur, then on by undulating ground at foot of hills, or better descend to Yor, a pretty path, thence comparatively level.

D—Shupiyan to Manngam, 10 miles.—The path strikes south-east from the middle of the bazar, ascends and crosses in the first six miles, four or five shallow grassy hollows passing some villages; then on higher karewah ground to Rishnagar. There is a steep drop to the Veshau, which is crossed by wooden bridges, then across the irregular stony valley, up the further bank, turn left two miles to Manngam where is good camping ground beyond village, or camp at Wottu nearer the river or at Tangmarg.

(1) Excursions from Manngam to Haribal Falls.—These may be looked down on from the Sedau side, but are best visited from Manngam. It is a beautiful level ride along the meadows at the foot of the hills for six miles to the gorge of the Veshau. Keeping up it to the left, path descends to the top of the Falls. There is level ground for camping just above, by the Gujar village of Tangmarg, but scanty supplies. Colonel Duke recommends a camping-ground in the gorge half-mile above the Falls. From Tangmarg to Kangwattan is above 3 hours (compare page 77).

There is a fair path practicable for ponies following up the gorge high above the river. By this it is four or five miles to Kangwattan, a Gujar village in the beautiful grassy valley of the Veshau. From here Konsar Nag might be visited in one day; or by the same path through the gorge keeping round to the left, a pedestrian might go up the pretty Chitti Nullah, and cross the ridge a few miles up, and descend to Manzgam. This is the usual route for laden ponies. The ascent from Manzgam, to top of spur is above two hours. The whole round only takes eight or nine hours.

There are beautiful margs all about these higher valleys. Another path up to these margs turns up the hill from near Kuri, a large village two miles east of Manzgam. The splendid gneiss turrets of Brahma Sakul tower up to the south; and it is an interesting trip to the glaciers above Gogulmarg and Zojmarg, one might take coolies from Nandmarg.

(2) **Manzgam to Aripur, 10 miles.**—This is an easy and pretty march at an average height of 6,500 feet. The first six miles over undulating ground to Hanjipur (so-called because no boatmen live there); thence south-east up the valley for two miles, then cross over a rather stony plain, two miles, to camp at Aripur.

This village is at foot of a rough path leading in two days, by the Monu Pass (11,000 feet) to Ramsu on the road to Jammu. Another path leads from Hanjipur, by Konsar Bal south, above $1\frac{1}{2}$ hours, then up the mountain, over a ridge 9,000 feet, 3 hours, down to Lashmarg, and along S. E. to Zojmarg, $1\frac{1}{2}$ hours; total 6 hours, without stoppage.

Zojmarg to Partal Camp, about 3 hours.—Gradual zigzag ascent; then a long steep descent. This was all carefully surveyed in 1904 with a view to a railway and a $4\frac{1}{2}$ miles tunnel through the range, emerging at Nandmarg but found financially impracticable. On the crest of the pass are some very fossiliferous limestones (Gondwana series). From Gulabgarh Riasi is four days journey.

The Dandwar Nullah, about Aripur, is famed for bears. From Dandwar village it would be an easy climb to Sundar Tope (12,740 feet), which commands an unrivalled view over the eastern part of Kashmir.

(3) **Aripur to Rozlu, 12 miles.**—An ascent of 1,000 feet, to ridge Chuna-teng (map error, Jordant): then steep descent 1,000 feet, beyond which pretty undulating country; partly forest with strips of cultivation in the valleys.

Rozlu to Vernag, 8 miles.—See above, Vigne, the traveller, was specially charmed with this fertile but still wild region.

The pretty undulating and well-wooded valleys of Lamur and Rozlu resemble the Lolab more than any other part of Kashmir.

There are many possible paths, which may be worked out with a good map, and local information.

CHAPTER VII.

EASTERN KASHMIR.

THE eastern or upper end of the valley is narrower than the part below Srinagar chiefly at the expense of the alluvial plan bordering the river, which is reduced to quite a narrow strip by the encroachment of the karewah and mountain spurs. Numerous beautifully watered valleys, open into it, offering opportunities for garden-making, which the Moghals did not neglect, and which still, for natural beauty, claim a visit from the passing traveller.

The journey up the river is not of great interest. It occupies a day and-a-half, or two nights and a day for dungas, but house-boats often take three or four days. The time depends on the depth of water, and direction of wind, etc. Coming down stream, a dunga takes about 18 hours under favourable circumstances. For the first few miles the river is very winding. It grows perceptibly shallower at the upper part, and is not navigable for large boats beyond Khanabal, the landing place for Islamabad (Anant Nag). The road to Islamabad follows the right bank of the river for twenty-five miles and is quite good for motors. There is a bridge at Sangam, above which the road lies on the left bank; the whole distance is by road about thirty-two miles and by water about forty-seven miles.

Only two miles by road from the Munshi Bagh but round two long bends of the river, is the interesting temple of Pandrathan, (see page 116.) To the left is a line of new barracks.

Five miles from Srinagar, where the mountain spurs come right down to the river, is a small village called Pantha Chak, where the remains of a stone bridge may be seen when the river is low. Beyond this are karewahs, chiefly devoted to saffron culture. Saffron used to be a considerable source of revenue to the State, but the sale has of late years much declined. The flowers are gathered and the stamens collected in October or November, and crowds go from the city to see the far-stretching beds of mauve blossoms.

The orange stamens sell at Re. 1-8 per tola.

Pampoor is a small picturesque decayed town on the right bank about eight miles from Srinagar. It contains a somewhat handsome mosque. Below the town is a fine chenar grove where visitors encamp. On the bank, further up, is a lodge built for the Maharaja. The river is crossed by a wooden bridge above the town. At the foot of the hills, which recede some miles from the river, is the village of Wean, noted for its medicinal springs. They are tepid and sulphurous. Visitors occasionally encamp in the neighbourhood for the sake of bathing. Two miles beyond these are other springs, esteemed very sacred, at the village of Khru.

The limestone ridges west and north of Khonmoo and Khru are of special interest to geologists owing to the splendid series of strata open to observation, containing some richly fossiliferous strata (*vide* Middlemiss and Hayden in Geological Reports, 1908-09).

At the foot of the mountain, between here and the river, are the old Hindu ruins of Ladoo. The main road will be rejoined at Latapur, 13th mile post from Srinagar. The large village of Kakapoor, on the left bank, about 12 miles up the river, is a good starting place for visiting the temple of Payech, one of the most interesting little temples in Kashmir. It is about seven miles from Kakapoor, and the road there is good. It is rather nearer from Patgampur on river, near Avantipur, thence to Malangpur, and then over karewah direct to Payech, about five miles. For many miles the river now skirts the foot of the Wastarwan mountain. At the southern end of its slopes, are the extensive ruins of the once famous city Avantipur, there is now but a small village, below which are the remains of two ruined temples. by the 18th mile post (see Chapter IX, page 115). The temples should be carefully studied.

Above Avantipur opens out the valley of Trahal, up which there is a path to the mountains beyond (see Lidar Valley routes).

Bijbehara is a town of several hundred houses, 29 miles from Srinagar. There is good encamping ground near the Maharaja's lodge above the town. On the opposite side of the river, which was once crossed here by a stone bridge, are some very ancient Hindu remains close to a new temple. There is a

wooden bridge at the town, from the piles of which grow some large trees. From Bijbehara there is a road up the right side of the Lidar Valley. There are some few insignificant ruins at the mouth of Lidar, where once, tradition says, there was a huge stone-building.

Islamabad (AnantNag) is four miles by road above Bijbehara. By river it is 47 miles from Srinagar, and by road 32 miles. By the river side is the little village of Khanabal, where there is a rest-house. Half-way between this and the town is the Wazir Bagh, an orchard and encamping-ground, by which boats can be moored when the river is full.

Anant Nag is the second town in Kashmir; it contains about 20,000 inhabitants. It is built round the foot of a conical hill on whose side are beach-marks showing the level of the lake which formerly covered the valley. The town is picturesquely embedded in trees and intersected by running streams. From the foot of the hill issue numerous springs, which are received into stone tanks. The space round has been formed into gardens with houses for the Maharaja, and temples, etc. In the town are other springs. Over one a mosque has been built. Another is sulphurous. The water, especially in the tanks, swarms with a sort of carp which is considered sacred. The town owes a good deal of its prosperity to being the starting point for the Jammu route. Some weaving is done and braided table-cloths and floor-cloths are worked here. Islamabad is the best centre from which to visit Vernag, Achchibal, Martand and the Lidar Valley. Just outside the town, on the Bawan road, is the pretty Zenana Church Mission Hospital. The lady doctor in charge, Miss M. Gomery, M. D., is glad to show visitors over the Institution.

The conical hill overlooking the town commands a very wide and striking view; it is easily ascended from the karewah behind the hospital.

For Kulgam and routes south-west, see last chapter.

Anant Nag is a good centre for many trips—

(1) by Kulgam, Dandmarg, Manzagam, Haribal Falls, Kangwattan, Konsar Nag, and back by Shupiyon to Arwin or to Bijbehara;

(2) by Kulgam to Dandwar Nullah, then north-east by Aripur to Bringan Lanar, Vernag, Kokar Nag, Nowboog, and back by Shangas;

(3) by Vernag to Wangam, Soondbrar (p. 84) to Wakinringi (towards the Marbal Pass), back to Nowboog. Visit Doosoo and Rajparan, then back to Shangas, and up to Chur Nag (p. 87) returning by the Margan Pass to Gauran (p. 151).

(4) by Achchibal and Kokar Nag to Nowboog; then by Halkun Galli to Kutihar, and back by Martand; or by Paisan across the ridge to the Lidar Valley at Sallar, and thence to Harpat Nar, or to Eishmakam.

Any of the above suggested routes might be done in 10 days or a fortnight, and extended very pleasantly to three weeks by pushing further afield.

Vernag is nineteen miles from Islamabad. The direct road leads across comparatively level country with a low plateau to be crossed about the middle. The first half of the road is through fertile and often pretty scenery. The latter part is across stony and barren river beds.

Vernag is named from the copious spring which rises at the foot of the Banihal Pass, in a fine stone tank which, with the buildings and gardens, was built by Jahangir. The situation is lovely. There is good accommodation in the bungalow 3 miles south-west on the Jammu road. Vernag was a favourite residence of its imperial founder, who desired to be carried there when dying.

The direct road from Islamabad to Vernag, which I have mentioned, leads up the valley of the Sandrin river, and within three miles of Vernag passes close to Shahabad, a very large village with houses and mosques, which testify to its former importance.

Shahabad is the starting point of two paths by which the ridge separating this from the Bringham Valley may be crossed. Both paths ascend steeply for over 1,200 feet; then one, turning east, descends gradually to Nuru, thence by *Kokar Nag* goes to the *Nowboog Valley*. The other goes direct to Achchibal.

From Vernag to Kokar Nag is $7\frac{3}{4}$ miles.—The ascent and descent are easy. At Kokar Nag there are some beautiful springs with a good camping-ground close by. On the opposite side of the nullah, two miles off, is Sofahun, where are some former iron mines, the chief in Kashmir. A little distance from this place are also some remains of an ancient temple. Up a

glen, to the south-east of Kokar Nag, and reached *via* Wangam is Soondbrar, a very sacred intermittent spring. It would be about 5 hours from Kokar Nag to the spring and back, or 1 hour from Wangam, where there is a good camping-ground.

ROUTE TO KISHTWAR.

From Kashmir there are two routes of which that by SIXTHAN PASS is much the better.

One route to the Wardwan and Kishtwar lies up the valley and across the Marbal Pass (11,550 feet). The summit of the pass is crossed on the fourth march from Islamabad (Map No. 29).

30° 30' N., 75° 33' E.

Marbal route Kishtwar.—I went this route in 1903, doing rather short marches.

(1) **Islamabad to Akingam**, a large village $2\frac{1}{2}$ miles beyond Achehibal, total distance 11 miles. Here took on coolies for the trip.

(2) **Akingam to Wangam**, 5 hours, about 12 miles.—From here Soondbrar spring may easily be visited.

(3) **Wangam to Karabudurum**, 5 hours, 10 miles.—A very pretty alpine valley; sparse cultivation for first 2 hours, then over a shoulder, and up the Marbal glen with forest and grass. At 8,500 Wakinringi a pretty little marg, Karabudurum a small marg, 9,200 feet. Gujar huts a short distance up side valley.

(4) **Camp to Singapur**, $8\frac{1}{2}$ hours, 12 miles.—A steep ascent partly on snow, coolies took 3 hours. Height of top, 11,550 feet. Steep descent, 1 hour to snow in ravine. Here found the small rose rhododendron, the true alpine rose. Fine scenery, steady descent, 4 hours through forest by stream. Large village. Camp under elms among rice-fields, 6,900 feet.

(5) **Singapur to Mogal Maidan**, 5 hours, 11 miles.—Descent steep to Chatru, $1\frac{1}{2}$ hours, meet Tsingam route. Coolies took 3 hours. Then to left bank; 2 hours to Mogal Maidan, a few scattered huts, few supplies, no coolies.

(6) **To Kistwar**, see below.

The chief route to Kishtwar is by the bridle road made by Colonel Ward. Ponies can be hired for the whole journey at Islamabad or at Achchibal. The stages are as follows:—

(1) **Khanabal bridge, Islamabad to Kothair**, 10 miles.—This is 3 miles beyond Achchibal, where the traveller may prefer to halt. At Kothair is an ancient Hindu ruin, a short distance to the right from the road.

(2) **Kothair to Doosoo**, 12 miles.—A good road through open and rather pretty scenery among low hills, then crossing the Nowboog Valley and 2 miles up side valley, to Dyes or Doosoo, about 7,400 feet. Forest rest-house on Marg about a mile above the village. There are beautiful camping-grounds higher at Rajparan and at Dhaksun.

(3) **Doosoo to Sinthan**, by mule path 14 miles, or by footpath 11 miles.—A gentle ascent for several miles past Rajparan, cross a low ridge with rise of about 400 feet then pass Kodan camping-ground. Then keep to the left up Harshan glen, then by a short zig-zag to the pass, height about 12,300 feet. The footpath goes straight up the nallah, on snow till late in summer. In maps marked Chingam Pass. The pass is usually closed by snow from the end of November till April. The view is magnificent. Descent into Sinthan glen easy for ponies; both a bridle road and footpath. There are supplies till Tsingam. So it is better having camped at Rajparan or at Kodan to push to that place, 19 miles, paying 1½ stages. Forest rest-house at Sinthan.

To Marau a route goes over Hoksar Pass.

(4) **Doosoo to Harshan glen** 8 miles.

(5) **H. G. to Kulnag**, 14 miles, climb 2,000 feet then descent.

(6) **Kulnag to Marau**, 11 miles, climb 2,500 feet.

(4) **Sinthan to Chatru**, 13 miles.—At Sinthan, or Sirithan, there are some Gujar huts. A steady descent pass Tsingam at 7 miles. The stage is just below junction of valley leading to Marbal Pass. Supplies scanty.

Chatru is a small village, supplies available, but few coolies. Camping ground between the road and the stream.

(5) **Chatru to Kishtwar**, 16 miles (8 as).—This will be found a long and tiring march in hot weather, and the journey can be broken at Mogal Maidan, 5 miles down the valley. The scenery here becomes very rugged and picturesque, especially just below Mogal Maidan, where the stream flows under a towering precipice. Four miles below this the Wardwan river is joined, and two miles on it is crossed, then 1½ miles on the Chandra-Bhaga river is crossed at a most picturesque gorge. Thence there is a steep climb 15,000 feet to the plateau on which Kishtwar is situated. Camping-ground under chenar trees on the maidan adjoining the town, 5 miles from the bridge. Water has to be brought from some distance, and should be boiled.

Some of the grandest scenery in Kashmir is met with on this route, as there are very lofty peaks of 21,000 feet seen rising sheer from the deep gorges of the Wardwan and Chenab.

When going from Kishtwar to Kashmir, camp at Tsingam (Chingam) then 5 hours, to camp above Sinthan or forest rest-house below camping ground at foot of pass; next day to Doosoo, 9 hours, less for ponies.

Kishtwar is a small town on a plateau near the junction of the Wardwan and Chandra-Bhaga rivers. There is a post-office, dispensary, etc. Other routes diverge from here (see page 152).

Another route to the Wardwan lies up to the Nowboog valley and across the Margan Pass (11,600 feet) (see page 151). This also would be crossed on the third march from Islamabad. It is quite practicable for ponies in summer; but in spring, when the snow is deep, it is often dangerous. The descent on the Wardwan side is very steep.

The Nowboog valley is pretty. It is on an average two miles wide, of park-like scenery somewhat spoilt by rice-fields, backed, however, by very rugged peaks. Owing to its altitude the climate is cool throughout the summer. The village of Nowboog is 11 miles from Kokar Nag. At Lohrin, 1 mile short of Nowboog is good camping-ground.

From Nowboog there is a path over the hills by Halkun Galli to Kutihar, the valley of the Arpat river. By this it is 1 mile to Achchibal. Within 3 miles of Achchibal is an ancient temple near the old iron-works or Kothair.

Achchibal may be reached direct from Vernag *via* Shahabad, 12 miles. The ordinary route is Islamabad to Achchibal, 7 miles.

One mile from the bazaar the path crosses the Arpat river, then southeast over rice-fields, 6 miles; good motor road.

It contains a beautiful pleasure garden* and encamping-ground at the foot of the spur, where the mountains intrude furthest into the plains. On every side copious springs gush out from clefts at the foot of the limestone rocks. These form beautiful streams and cascades, which, with the groves of magnificent chenar trees, are the chief attractions of Achchibal. Outside the gardens there is a bungalow for European visitors. It is considered most probable that the springs are, in part at least, derived from the Bringh river, one branch of which disappears in a cleft of its bed. The limestone around this end of Kashmir appears everywhere to be honeycombed, so numerous and copious are the springs.

The valley of Kutihar, which opens to the north-east, is very fertile and pretty. At the head is a difficult and lofty pass to the Upper Wardwan.

* *Vide* Appendix II, Note on Moghal Gardens, page 232.

Shangas is a large village, 3 miles from Achchibal, where grain, etc., can be obtained. Sangam is 4 miles further.

An excursion may be made as follows from Sangam at the head of Kutihar:—

Sangam to Nilhui, 4 hours.—The first three-and-a-half hours steep, water scarce; fairly level camp in forest; a small supply of water near; height 9,000 feet.

Nilhui to Chur Nag, 2½ hours.—In one-and-a-half hours leaves forest behind; then steep grass ascent. The Nag is a small tarn, surrounded by not very impressive ridges, at a height of 12,300 or 12,400 feet.

From Chur Nag an easy walk of three-quarters of an hour to the Margan Pass.

Camp near here, height 11,200 feet; water abundant, but no wood near; return to Nowboog next day; an easy descent.

From Gauran in the Kutihar Valley there is a path across the hills to the Lidar Valley at Salee. It leads through a galli which is of geological interest.

Martand.—A motor road leads from Achchibal to Martand which may be seen standing on the karewah behind Islamabad. It is above five miles. The direct road to it is from Islamabad. It passes for 2 miles along the foot of the karewah, and then ascends and crosses it another two miles. The whole plateau is now irrigated by a fine canal, brought from the Lidar above Eishmakam. The view from Martand is grand, but the ruins although noble and massive, do not show to great advantage.* Two miles north of Martand, at the corner of the Lidar Valley, is Bawan, one of the most beautiful camping-grounds in Kashmir. There is a direct cart road from Islamabad to Bawan, 4½ miles, this is the main road to Pahlgam. At the foot of the beach-marked cliff is a magnificent grove of chenar trees, and hidden away in the foliage are two tanks of clear flowing water, surrounded by a temple and pilgrims' houses. The water escapes by stone-lined conduits, and flows among the trees and round the green swarded encamping-ground. The water abounds with fish. Near by is a portion of the Lidar river in which it is permissible to fish. There is an Engineer's bungalow, ten minutes' walk above Bawan.

Half a mile from Bawan, along the foot of the hills near Bhaumajo, is a group of caves. One of these is over 200 feet long. The end of it can only be reached by crawling; doubtless

*For description of temple, see Chapter IX, etseq.

the cleft in the rocks, which was caused by the action of water, extended much further, but at that point it is closed by loose stones shaken from the roof, perhaps by some earthquake. On one side of the passage is a small chamber, probably artificial containing the bones of some devotee or hermit. A little distance beyond this cave is another containing a temple, the porch of which has been carved out of the rock. From close by the temple there is a fine view of the Lidar Valley, which for fifteen miles is broad and fertile and well watered, but beyond that the mountains close in, towering up precipitously to a great height. Up the valley, forty miles distant, rises the beautiful snowy double cone of Mount Kolahoi (17,839 feet), from which great glaciers stream into the valley beneath.

THE LIDAR VALLEY.

This is one of the finest valleys in Kashmir, or in the Himalayas. Above, it takes its origin in large glaciers; then flows through broad, grassy margs, and down by many a rapid and cataract between huge rock walls, and on through birch glades, and sombre pine forest, till it emerges into the bright wide valley below Eishmakam and sparkless more soberly, but still wild, over many broad stony beds and narrow canals to join the Jhelum or Vyeth.

Its total length is somewhat over forty miles. The main river is formed by the junction of two large tributaries below Pahlgam. These, which might be called the Kolahoi and Shisha Nag streams, flow, respectively, from the north-west and north-east and after joining tend almost south. Up the eastern branch lies the great pilgrim route to Amarnath. The pilgrimage takes place during August. Thousands of Hindu sadhus and others come from all parts of India for it.

SUMMARY OF ROUTES.

	Miles.
Islamabad to Eishmakam	15
Eishmakam to Pahlgam village	12
Pahlgam to Tanin	9 approx.
Tanin to Panjitarni	16
Panjitarni to Amarnath	4
or	
Pahlgam to Aru	7 approx.
Aru to Lidarwat	7
Lidarwat to Kolahoi glacier	8
Lidarwat to Sind Valley	2½ stages.

On the right bank is the road from Bijbehara, a good one.

Bijbehara to Sallar, 11½ miles.—A very easy road following up the valley passing many pretty villages. Supplies plentiful. One mile short of Sallar is the village of Kotsu with a sacred spring by which is a good camping-ground. It is ¼ mile to east of the road.

Sallar to Pahlgam, 12 miles.—The valley rapidly narrows, and the scenery becomes wider. Cross to left bank at 7 miles, join main road thence 4 miles to P. O. and camping-ground.

There is a direct road to the Lidar Valley from Srinagar *via* Lattipur, a village on the river at the foot of Wasterwan. It is rideable throughout and in parts pretty.

Lattipur to Punzu, 11 miles.—Cross the Pustumi Bal, a rise of about 1,400 feet, a fair bridle road.

Punzu to Wularhama, 11 miles.—Cross the Bhugmur Pass, a rise of about 2,500 feet rather steep.

On leaving the river at Avantipur march 8 miles to Trahal where there is a fine open camping-ground above the big village. Next day 3 hours up the Bhugmur Pass, 2 hours down to Wularhama.

A mile beyond Wularhama join the above road from Sallar.

The main road is on the left bank, from Khanabal and Islamabad. One can drive up to Eishmakam ("lovely place").

Islamabad to Eishmakam, 15 miles.—The road passes over level ground through very fertile scenery, now through an orchard-imbedded village, again out across a stream, through rice-fields, over a grassy plain, and then again into the shade of five walnut or chinar trees. The last few miles there is a gradual ascent, and at last, leaving the river, the road winds up through pretty lanes to the village of Eishmakam. Here the mountains on either bank approach. Up a gully on the right at Hapat Nag (K. Hapat, a bear) are some old copper mines.

The village consists of a steep street, above which are the massive walls and picturesque turrets of an old monastery. Zyn-ud-din was a disciple of the greatest of Kashmir saints, Nur-ud-Din. His body, it is said, was not found after death, but his staff, at the mouth of a small cave, indicated where to build the shrine. A fine prospect is gained from the terrace of the shrine. The camping place is in a grove of walnut trees below. Beware of the foul rivulet coming down through the village.

Eishmakam to Pahlgam, 12 miles.—A beautiful forest ride of 6 miles leads to Batkot, a pleasantly situated village and camp. Beyond this the scenery gets wilder, and the crags above grander.

The road from Bijbehara crosses the river at LANGAM by a new bridge built in 1904 after the flood, by Colonel Ward. Ascending over a spur on the left east bank one sees Ganeshbal, a place of pilgrimage with a red

painted boulder, below on the opposite bank. The valley opens out. Towering above it centrally are the twin snow peaks of Kolahoi. Colonel Ward's former house is over the next spur, and beyond it, on a forest plateau, are the best camping-grounds. Good water comes down a side nullah. There is a post office in the summers for 8 months; also a shop with stores. A church was built in 1905, and there is usually a chaplain for July and August. There is some limited hotel accommodation.

The usual camping-ground is a mile short of the village, and about 27 miles from Khanabal. Supplies are fairly abundant.

There is another camping-ground round the corner to the east, above the village; on the opposite side, a mile or two up.

Pahlgam has many attractions of its own; pretty walks and rides and good fishing. Some of the margs above, as Baiserran and Khainmu are worth a visit. It is an excellent base, perhaps the best in Kashmir, for expeditions, to the wilder scenery of the higher mountains. Sona Sar, Shisha Nag, Amarnath Cave, Har Nag, Lidarwat and the Kolahoi glacier afford some of the wildest and most beautiful scenery of the Himalayas. And with proper arrangements for transport and supplies, the weather being averagely good, such trips are quite within the strength of ladies. The altitude of Pahlgam is about 7,200 feet, and it is somewhat warm occasionally in summer, and perhaps not bracing.

But it has less rain than Gulmarg; and as transport is fairly easy to obtain, people can make excursions to higher and cooler camps in hot weather.

Perhaps a word of warning is desirable as to taking baggage, often too heavy, or awkward in shape, on ponies, in wet slippery weather over the passes.

The pass to the Sind Valley is specially slippery on the west side.

There is an old ruined temple worth a visit, at Mamar on the right bank.

At Pahlgam the valley bifurcates; one path then passes up the north branch to Aru (see below).

There is a three-and-a-half hours' climb up the spur, north of the village to the top.

This commands a splendid view of Mount Kolahoi.

Pahlgam to Tanin, 9 miles.—The pilgrim route goes up the east branch. It keeps on the right bank. Preslang is a small village, the last met with and is four miles up. The scenery gets even wilder. At one place there is a fine cascade. The stage is at Tanin or Chandanwara, at an altitude of 9,500 feet. The road is rough, but practicable for laden ponies. The encampment is on a broad, grassy meadow, surrounded by fine trees and overhung by huge crags.

Tanin to Zojpal, 5 miles.—A stiff climb of 1,500 feet leaving the river, brings one to the upper limits of the pines and birches. This ascent is called "Pisu" (flea), or probably originally "Pisar" (slippery). A fine view of the snow peaks is got.

The river is in a chasm, 1,000 feet below.

The path winds round grassy slopes. At Zojpal are margs on both sides of the river, which can usually be crossed on snow bridges. On the south side are Gujar huts and birch copses. Altitude about 11,300 feet. Zojpal with its level ground and fuel is a better camp than Shisha Nag. A path goes to the Wardwan, south up the side valley ascending 500 or 800 feet to the pretty lake, Sona Sar, overhung by glaciers—thence see page 95.

Shisha Nag is about 4 miles up the main valley, east. There is a steep rocky ascent of seven hundred feet, then easier round grassy spurs. It is a large sheet of water, of an emerald green colour on bright days, and is covered till June with ice. Altitude about 12,000 feet. Juniper is the only fuel. Curiously contorted peaks rise to the south, and beyond them the splendid Kohinur mountains.

Shisha Nag to Panjitarni, 11 miles.—A stony ascent to a pass about 14,000 feet across the water-shed, to the head waters of the Sind river. Then a gradual descent, with the Amarnath mountain rising in barren grandeur ahead. The limestone strata to the east are vertically ribbed producing a curious effect.

The river has to be forded four times. In July it is deep and swift.

People sometimes camp at Khel Nar, but that makes the journey to and from Amarnath rather long.

Juniper must be collected for fuel; the supply is rather scanty.

Panjitarni to Amarnath, 5 miles.—Cross several torrents; wind round shoulder to Googam; ascend steeply over a precipitous spur; then drop to the snow-bedded Amarwati stream, and ascend gradually to the cave, a lofty but shallow recess in the gypsum rock, with some frozen springs which represent the great Himalayan god Shiva. Many poetical accounts have been written of the final scene of the pilgrimage; but it, with some things of the sublime, has much of the repulsive.* Amarnath cave is 13,000 feet above the sea. The mouth of the cave is 150 feet high, and same width and depth. One path to it from Panjitarni crosses a lofty ridge, called Bairagi Ghat 14,000 feet (?) opposite the cave. A path has been made from Amarnath to the Sind Valley—not fit for ponies. In 1907 the Superintending Engineer, with his wife took ponies up from Baltal and across to Pahlgam, but it was dangerous for all. It is sometimes passable as late as August on foot but not always very safe. The distance is 10 miles.

Another route to Amarnath from the top of the Zoji Pass.—I discovered it in 1904. Leaving the dak hut near mile-post 71, and turning south up the Gumber ravine, $\frac{1}{2}$ hour to shepherd's camp, $\frac{1}{2}$ hour on avalanche snow. One hour pass goatherd's camp, and along moraine, keeping to left. Where glacier makes a bend keep south-east up rocks cutting off corner.

* *Vide* Vigne, also Knowles in Sunday at Home, 1886.

One hour up rocks, $\frac{1}{2}$ hour up easy snow slope keeping well to the left, S. E. 60. Total time to top $3\frac{1}{2}$ hours, then turn S. by W. 30, across snow, by crevasses, $\frac{1}{2}$ hour to pass, turn W. along ridge, 20 minutes, then easy descent, S., 40 minutes to ravine. Here join route from Bairagi Ghat, 5 minutes above cave well marked tracks; re-ascend from cave to pass, 1 hour 20 minutes; total journey back four hours.

This route is practicable from end of June to end of September. Major Lucas also made a pass from the Kibal Nullah to Amarnath, with his Goorkhas, in 1907.

Returning from Panjitarni the pilgrims usually take a path to the right, and descend to Tanin *via* Astanmarg.

Panjitarni to Astanmarg, 11 miles.—Retracing the previous road to 2 miles above Khel Nur, the path turns to the right, west up a grassy valley with one or two ponds, to a pass 14,000 feet high. Sach Kach survey peak overlooks it on the south. This was climbed by Bishop Lefroy of Calcutta in 1908. It offers a very impressive view. The descent from the pass to Astanmarg is stony and steep, about 2 miles. The best camp is in the pretty birch glades of the side valley on the north, where are some Gujar huts.

Astanmarg to Pahlgam *via* Tanin, 15 miles.—The path descends steeply through forest, and at Tanin rejoins the other route. Many of the pilgrims return from Amarnath to Pahlgam in one day, and to Islamabad the next. Good for the sadhu.

An interesting cross route, only suitable for late summer, is from Astanmarg *via* Rabmarg and Har Nag to Aru. This is 2 days' journey.

Astanmarg to Har Nag, 5 hours.—A steep ascent of 2,000 feet to Rabmarg. There is a little lake overhung by the great cliff of Rajdain. Thence half hour's easy ascent, on snow, to the pass. From the pass the author's party, with Bishop Lefroy and Bishop Westcott, ascended the survey peak; an interesting climb, requiring alpine equipment.

To Har Nag is a descent of 2,000 feet. Only fuel juniper.

Harbhagwan Valley is a fine centre for climbing the glaciers and peaks of the Kolahoi group. There is a path down the valley to Baltal used by shepherds as long as snow bridge remain, but afterwards blocked by unfordable rivers.

Dr. E. F. Neve and Major Mason, R.E., climbed the south peak of Mount Kolahoi in 1911, and the highest point of the north peak in 1912. They slept in a shelter tent at 16,000 feet and next day were roped for 18 hours.

Har Nag to Aru, 8 hours.—A grassy ascent to the Pass, 600 feet above the Nag. Then steep rocky descent, 1,000 feet to valley. One mile down is Nafaran, where are Gujar huts and hirsch trees. It is proposed to erect a Himalayan Club hut here—a base for ski-ing and climbing. A steeper descent, 1 hour, to Arwin a Gujar hamlet at edge of pines; round this are

pretty glades for camping. If ascending from Aru stop here or at Nafaran Valley bends west, narrows, gradual descent to Aru, passing two other Gujar huts.

Another path goes direct from above Arwin to Pahlgam crossing a ridge about 600 feet high, thence descending to Pahlgam about 3 miles. Rabmarg is near the top of the hill with ponds and birch glades; a good sportsman's camp.

From Pahlgam the route up the western branch of the Lidar is very beautiful.

Pahlgam to Aru, 7 miles.—Path through woods, gradually ascending to about 9,000 feet. The meadows at Aru and the view of the whole valley below are charming. Camp beyond and above village on a wooded spur are close to bridge on right. Four-anna-stage.

Aru to Lidarwat, 7 miles.—Near Lidarwat the valley opens out more and is in places densely wooded. The river has to be crossed. Previous enquiry should be made about the bridges. Height 10,000 feet.

Camp on west side of valley close to where stream from Tar Sar joins on. Four-anna-stage.

Lidarwat to Kolahoi, 8 miles.—All the way on right bank. At first through pine forest, then birches, occasional glades. The cliffs above are striking; in places ice-polished to a height of several hundred feet. At about 4 miles, path emerges from forest, and grassy valley turns east. The last huts Gujar Kot on opposite bank; many small streams to be crossed and forded if bridges missing as often in early summer. At a bend is a fine waterfall. At head of valley is great Kolahoi glacier. Its over-hanging snout forms ice-cave from which issues the river. Camp half mile below this. There is abundant fuel. Height 11,200 feet.

The glacier should be visited. Not far up is a difficult terrace, one can climb up at the side. Further up it opens out, and the great sea of ice can be seen enveloping the base of the grand rocky peaks of Kolahoi and its neighbours. A climbing party with lightly laden porters might cross to Sonamarg by a saddle to the north-west of Harbhagwan peak. There is a glacier to descend. Two days needed.

Camp high up at 14,000 feet. Next day start early, making for the depression in range due north of letter O Kolahoi in survey map; past 2 ponds; on the north side follow the ridge leading north-east which curves round to north-west to Thajwas, but keep down the steep snow slopes into the head of Thajwas Valley.

There is a better route descending on the north side to Sarbal village, 5 miles from Sonamarg.

LIDARWAT TO PAMPOOR.

Lidarwat to Tar Sar, 10 miles.—The ascent is gradual up a pretty valley. No wood within two miles of the beautiful lake of Tar Sar; so it would be better to march on, crossing the ridge beyond (13,300 feet) and descend to Nagberan Valley, a fair descent of 4 or 5 miles; a long march for baggage.

This is beautiful glen with park-like slopes, formerly famed for its stag.

Nagberan to Sootoor, 12 miles.—Ascend to a lofty ridge whence the view stretches across the whole valley of Kashmir. Then descend steeply for 1,500 feet and more gradually for 3,000 feet (about) to the pretty village of Sootoor. The descent is mostly on grassy slopes and through a fine forest. Sootoor is near the head of the Trahal Valley.

From here an old temple ruin called Narastan may be visited.

Sootoor to Pampoor, 12 miles.—A steep ascent of 1,800 feet zig-zagging up grassy slopes on one side, and down on the other for 2,300 feet then across a plain to the village of Khru; where there are numerous sacred springs, at which great melas are held in July. Thence 5 miles to Pampoor; or more directly to Srinagar via Wean about 11 miles.

Sootoor to Avantipur, 15 miles.—An easy march, all down hill through pretty scenery. Trahal is passed half way.

At Avantipur arrange to meet boats; or else march by land.

LIDAR VALLEY TO SIND VALLEY.

(Map 28).

This is another interesting but difficult excursion, unless the weather and passes are specially favourable.

There are two routes from Lidarwat, either of which may be done in two marches; in this case the camp midway would be in woodless and desolate regions, in fact, as close to the water-shed as possible. If taking the journey in three short stages the camp would be as follows:—For either route the path lies up the steep ravine towards Tar Sar, and the encampment would be where this valley bifurcates at the highest level of the birches. Sekwas, distance 6 miles, height 11,000 feet.

If going via Jajimarg to Soophrar (in the Sind Valley below Gund) the path takes the valley to the north-west, gradually ascending to the water-shed over grass slopes or loose boulders; then plunges very steeply down a long slope to the forest, where camp. The third march is also a steep descent through the forest. This route is seldom used.

Sekwas to Khem Sar, 5 hours.—The path turns up a valley to the right and crosses a narrow and stony ridge (about 14,000 feet); then descends steeply to Yem Sar, a small tarn. Marmots abound here.

Half a mile further is Khem Sar (tarn), below which camp. Wood must be fetched from further down the hill.

Khem Sar to Zaiwan, 2½ hours.—At first round grassy hill side, then a steep descent. In wet weather most dangerous for laden ponies. Camp in forest glade; Gujar huts near.

Zaiwan to Koolan, 2½ hours.—A steep slippery descent through forest. If going from Koolan, first day, long ascent 7 hours to Khem Sar; second day to Lidarwat, also about 7 hours.

Lidarwat to Koolan, or vice versa.—Pay 3 stages, have extra men and very light loads. In August and September baggage ponies can go. Give *rassad* to all, for 3 days.

If the pony men belong to Koolan or Gund in the Sind Valley, or to Pahlgam, they will know the condition of the path.

Ladies in jumpans must be prepared to walk in difficult places. In wet weather it is very slippery. Only hill ponies should be taken by these routes, and ordinary travellers should not attempt them before July. In September snow may fall on the passes. In 1908 the Residency party crossed, and the paths were somewhat improved.

LIDAR VALLEY TO WARDWAN, OR VICE VERSA.

(1) **Pahlgam to Zoipal via Tanin** as above, 15 miles.—Above Tanin ascend steep hill 1,000 feet, then keep round till contour line meets the river cross by snow bridge just below Zoipal, and bear to right, camp near Gujar huts on small marg. Wood abundant.

(2) **Zoipal to Suknes**, about 20 miles.—Steep ascent up left bank of stream to south: ascent 500 or 600 feet, then nearly level to Sona Sar (lake). Path up right side, then steep ascent, rocky in places. Then over snow turning to left. Snow slopes to top of pass 15,000 feet, $3\frac{1}{2}$ hours from camp. Then very steep zig-zag descent for 800 feet; snow will vary much. Then rocky and grass. First suitable camping-ground $1\frac{1}{2}$ hours from top, where two streams join. Here Gujar huts and wood. Then 5 miles down left bank to Suknes. Fair path but steep in places. Coolies take about 9 hours from Zoipal to the first huts, Suknes and Wardwan, *vide* page 149-50.

A better route from Suknes to Zoipal practicable for ponies in good weather is *via* Rangmarg and Wawajan.

Suknes to Rangmarg camp, about 1 mile.—Beyond the village, supplies scanty and coolies must be fetched from lower down the Wardwan, after leaving Suknes keep on the right bank, close to the stream about 6 miles to where road branches off to Bhotkhol Nullah, then ascend a very steep spur to a plateau, from here a fine view is obtained of Bhotkhol Nullah and the peaks beyond Nunkun. There are two possible camping places on the plateau. The path about 14,000 feet enters the Kudaran Valley. The descent is through some birch trees very steep, and slippery in wet weather to Rangmarg in the Kudaran Valley, camp by the side of a stream coming down from the left.

Rangmarg to Shisha Nag.—The path now ascends steeply sharp to the left leaving the Kudaran Valley to the pass over Wawajan. At first path keeps to the right-hand side then 1,000—2,000 feet up across a shale slope to the left-hand side and continues to top of pass. The shale slope is steep for ponies but passable with care. At the top of the pass is a large snow field. The descent is not difficult to Shisha Nag, on turning the corner suddenly the peaks above the lake break into view, here join route up Lidar from Tanin to Panjitarni.

CHAPTER VIII.

SIND VALLEY TOUR.

THE Sind Valley is the largest tributary of the Valley of Kashmir. It is upwards of sixty miles long, and presents most diversified scenery, ranging from narrow upland valley and deep rock-girt gorge to open grassy meadow land and village-dotted slopes.

The Sind Valley is the chief trade route between Kashmir and Central Asia.

At the head of the valley is the Pass into Ladakh—the Zoji La.

Summary of Marches.	From Srinagar,	Authorized rates.	
		Pony.	Coolie.
Srinagar to Ganderbal	.. 13½ Miles	14	7
Ganderbal to Kangan	.. 11½ „ 24½	11	6
Kangan to Gund	.. 13 „ 37½	14	7
Gund to Sonamarg	.. 14½ „ 48½ R.	1	10
Sonamarg to Baltal	.. 9 „ 57½	9	5
Baltal to Matayan	.. 14 „ 73 R.	1	12
Matayan to Dras	.. 13 „ 86	12	6

Ganderbal is a small village at the mouth of the valley and the starting point on the march up. It may be reached from the Munshi Bagh in a few hours' march, distance 13½ miles; or by water via Mar Nullah and Anchar Lake or by water from Shadipur on the Jhelum, a few hours' row, or from the Nasim. Bagh on the Dal Lake, by road 7 miles.

Time for travelling in the Sind.—Sportsmen can push through to Ladakh in late winter and early spring. There is then real risk from avalanches from Gagangair onwards. In bad weather travellers, should halt, and pass dangerous slopes early in the morning and cross the Zoji before daylight. For ordinary travellers the end of May is a good time. Snow still

lies in the shade at Sonamarg, and occasionally the steep snow slopes, almost pathless, are dangerous for ponies even below Sonamarg.

June is a fine month; and is a better time for many excursions than later; as there are still solid snow bridges, by which one can penetrate otherwise pathless ravines, as, for example, to Amarnath cave from Baltal, or to Har Nag. Pony transport is not reliable for crossing snow, if very soft, so coolies should be taken.

In July and August the streams are all swollen, and the snow bridges nearly all gone, so some of the higher valleys become almost inaccessible. In September the weather is often fine and dry, and the rivers become fordable; October is also a good month.

Some general suggestions may be acceptable, as to Sind camps and trips.

If time is no object, the end of May and half of June may be spent slowly moving up to Sonamarg. Then a fortnight at Sonamarg; and several days at Baltal. After mid-July camping on the top of the Zoji at Kanipathar, or Gombar would be interesting. Or the two marches extra to Dras would be a change into a drier climate, and very different scenery and people.

The route across to the Lidar from Koolan should not be tried before July, at any rate not with ponies; nor in wet weather at any time. There is a great advantage in keeping the necessary pony transport with one; paying the half rates for rest days.

One or two sensible coolies should be kept to go down to villages to fetch up provisions, etc., and care should be taken that the payment reaches the right person. It is well for those camping some time, to promise a rupee as bakshish to the lambardar of the near village for his help.

For a month's tour for a mobile party the following might be suggested:—

- (1) to Sonamarg, 4 days: camp for 3 days there;
- (2) to Baltal, and visit the Zoji Pass, Amarnath or Har Nag (if in June), 2nd week;

- (3) to Sonamarg, doing some more single day trips: 3rd week;
- (4) to Wangat, 3 days; to Gangabal lake and Chittagul, camping a day or two at Tronkol and the lake: 4th week.

As a variant to this, for good walkers, needing few coolies.

2nd week, if late in June, *via* Amarnath to Shisha Nag, and the Lidar Valley, or August or September third week back from Baltal *via* Sonamarg. Nichnai, Gada Sar, and Haramukh. (See routes 23, 24, etc.)

COOLIES.

N.B.—For all the higher snow trips, it is necessary to have permanent coolies. Those for the Sind are best engaged from the big village below Kangan, or at Ganderbal. Full rations should also be taken for them, and given out day by day.

If taken through to Pahlgam and there dismissed, it would be fair to give two days' full pay for their return journey. Before attempting any of the more difficult routes as, *e.g.*, from Sonamarg to Amarnath and thence to Shisha Nag, or across to Tilel, or to Kolahoi by the glacier valley, full enquiries should be made. In Switzerland two guides would be ordered for such routes. And as in this country the Sahib has to lead (unless he has a good shikari), he needs some mountain experience unless he would get himself and party into a fix.

From Ganderbal to Baltal, at the foot of the Zoji La, is four-and-a-half marches as follows:—

Ganderbal to Kangan, 11½ miles.—Three miles from Ganderbal, near Sipur, is a place suitable for encamping if the start was made by road from Srinagar or at village Nunner, a little further. The road then descends and crosses the Sind river near Wayil. The next mile or two is bare, stony and hot, up the right bank, but, as it gets round the curve turning east, the scenery improves and there is more shade. Near Prang paths branch off to Chittagul and to Wangat (see below, Gangabal tour). Crossing the Wangat stream we soon come to the Parao. Kangan is a pretty village with a walnut tree grove. A fine large bungalow has been built here. The Haramukh crags look very grand from here and along the march. Beyond Kangan difficulty is often experienced with supplies and coolies. It is best to get baggage ponies at Ganderbal to go right through. The Zaildar will help in this. There is a serai with rooms for Europeans at Ganderbal, Gund and Sonamarg. The two latter are only fit for occupation in emergency.

Travellers to Ladakh will take ponies through to Dras and there change them. Early in the summer ponies cannot cross the Pass, special arrangements must then be made for coolies at Gund (*vide* Rules for Visitors).

There is an easy short-cut for active pedestrians from the Shalimar Bagh to Haiyan, taking six hours see (below).

Kangan to Gund, 13 miles.—A pretty path through wooded lanes and by scattered farms to Mamur, where there is a camping-ground near a shop, seven miles from Kangan. One mile on at Ganjwan, cross to left bank, and through charming park-like country views exquisite. There are good camping places a short distance beyond this bridge. Two miles further on re-cross to right bank, on which continue to Gund, 4 miles. A bridle-path keeps entirely on right bank, ascends gradually winding round the foot of the spurs which show marks of extensive glaciation.

The latter part is a gradual ascent. Gund is a pleasantly situated village, some little height above the river. Height 6,500 feet. Small rest-house, supplies scanty.

Gund to Sonamarg, 14½ miles.—Just beyond Gund the road leads along rock cuttings on the face of the cliff, and passes at 2½ miles the pretty village of Revil, and Koolan, 2 miles beyond. It is from these villages that supplies have to be fetched for people at Sonamarg. Here the road crosses to the left bank for 1½ miles; then re-crossing pursues its way through pasture land interspersed with walnut trees to Gagangair. Here is a beautiful place for encamping 7,200 feet, at the 7th mile. Supplies scanty.

Above Gagangair the valley closes in, and is overhung by stupendous precipices and crags which rise 8,000 feet almost sheer from the river. High upon the left is a lofty waterfall. In early summer the road lies across avalanche slopes. It ascends steeply. Above the gorge the mountains leave a wide open valley. A raised part on the left bank is encircled by the river. It contains lovely meadows, and is fringed on all sides by forest. This is Sonamarg, than which a lovelier spot would be difficult to find. The finest part of the gorge is mile 45 to 47.

The lower village by the first bridge is Shitkari. Height 8,600 feet. Here a footpath turns to the right and ascends through the forest to best camping-grounds on the marg. Ponies should go round.

The main path keeps on above village round the slopes above river then on partially cultivated meadows to Sonamarg village, 2½ miles, and recrosses there to right bank. There is a serai, with 2 small rooms for European travellers on the left bank, also a post and telegraph office.

The climate of Sonamarg is very bracing; but the rainfall is frequent though not heavy, except for two or three days at a time in July and August with fine spells in between. The rainfall is heavier from May to September than in Gulmarg.

Sonamarg was once the chief sanitarium in Kashmir. The villagers will point out the ruins of a church, which was accidentally burnt down. The best encamping-grounds are at the mouth of glacier valley on the marg. The only supplies are milk, fowls and eggs. There are splendid walks and scrambles all round. It is advisable to see that the water supply is kept safe and some sanitary arrangements should be made by each camp for servants and coolies. Snow trout can be caught in the main river.

The chief walk is up the Valley of Glaciers. Those who scramble up to glaciers should beware of falling rocks. Some knowledge of mountaineering is necessary for any of the bigger climbs. The green hill Shakdar to the north-west of Thajwas bridge is easy, and one can ride part of the ascent. Travellers taking their own horses should beware of poisonous grass here and at Baltal. Zabwar ridge is another beautiful walk.

Sonamarg to Baltal, 9 miles.—A lovely path through rolling meadows interspersed with forest. The best intermediate camping-grounds are at Sirbal, 5 miles and Ranga Masjid, 7 miles. Baltal is merely a stage, fixed here for the sake of maintaining communications with Ladakh during the winter. There is a new rest-house, across the Zoji stream, in a lovely situation among birch glades, with good camping-grounds.

Up the valley to the east is the path to Amarnath cave (see page 91).

Before the end of July there is also a practicable path to Har Nag leading up the valley to the south and a climber's route from Sonamarg to Kolahoi *via* Sirbal nullah.

The route beyond this is given in the chapter on Ladakh, page 129.

Sonamarg is 185½ miles from Leh and 50 from Srinagar.

From Sonamarg there is a mountain path to Tilal (see route 23).

There is a direct mountain path from the Shalimar Bagh to Haiyan.

The traveller would encamp near the Dal Lake, start early, cross the ridge at a height of 9,000 feet, then drop down through the forest to near Haiyan, 6 or 7 hours' march. From Haiyan he should go to Koolan, 12 miles, and the following day from Koolan to Sonamarg, 10 miles.

GANGABAL LAKE.

On the slopes of Haramukh, at a height of 12,000 feet above the sea are several lakelets, the largest of which, Gangabal, is considered sacred and is held to be the source of the Ganges! Part of the funeral rites of Kashmir Hindus consists in visiting this lake. The pilgrimage is during August. The route is as follows:—

(1) **Ganderbal to Wangat, 13 miles.**—As far as Prang the path is the main route up the Sind Valley. It then turns up the north, across some rice-fields, and passes along the right bank of the Wangat stream. The path is not very level.

Wangat is a pretty village about 6,800 feet high. Three miles beyond the village are some very interesting ruins of two old temples, with cloisters, etc. They are called Rujdainbal and Nagbal (see Chapter IX, page 113).

(2) **Wangat to Gangabal, 12 miles.**—Above the ruins a path for 4,000 feet goes steeply up the hill, and ascends at once to over 10,800 feet. If wet this is too slippery even for a hill pony, and for dandies it is very steep and long. The views are magnificent. Turning round the shoulders there are gentler slopes with birch forests and Gujar huts. This is called Tronkol, and here one may well encamp, and do the return journey to the lakes next day. Above Tronkol there is gradual ascent over grassy shoulders with occasional boulders to the lakes. A distance of 4 or 5 miles. The Haramukh glaciers come down to the shores of the lake. This excursion would be specially interesting at the time of the Hindu pilgrimage. If camping at the lake carry wood for cooking. Another path, nearer but steeper, is from Chittagul. In the old survey map Wangat was wrongly marked in the Chittagul Nullah, which is west of it:—

(1) **Chittagul to Mahalesh, 6 hours.**—This is a steep climb, zigzagging up the spur to its summit about 5,500 feet up. This is not rideable. Here there is a grand view. The camp is an exposed windy place. There is water and wood in a ravine within ten minutes' walk.

(2) **Mahalesh to Gangabal, 3 hours.**—Along the grassy ridge over one pass above 13,000 feet; then to left and down to the stream coming from lake; then follow it up. It is best to go up by Wangat and Tronkol and return by Mahalesh; 4 days are enough for the trip.

An interesting excursion is to continue on *via* Gangabal to the Wular Lake.

At the head of Gangabal a path ascends past another small tarn Loolgool Nag; then descends to Kalasar, a small lake shut in by frowning precipices. Then comes an easy ascent to a pass, probably 14,000 feet high, and steep descent to the picturesque ravine at the head of the Erin Nullah. The head of this nullah is called Chitra Sar. Here camp. This is a 6 or 7 hours' march. Next day descend to Koodoora, 9 miles, or Tsuntmulla, 12 miles, thence to Wular Lake at Nadihal, 8 miles, Chitrasar to the Wular about 10 hours' march.

Trip to Haramukh *via* Erin Nullah—Mount Haramukh is one of the most striking features in Kashmir scenery, and a nearer inspection of its glaciers and lakes will reward the enterprising.

Reputed inaccessible, the special abode of the gods, it has of recent years been conquered step by step. The various peaks, first the north or station peak, then the west, then the central dome, were ascended by separate expeditions, and finally in 1900 Dr. E. F. Neve and Sir G. W. Millais climbed the east and highest peak. The marches would be from Nadihal on the Wular Lake to Koodoora, 5 hours; on the way pass Sumlar, at 2½ hours. There are many good camping-grounds.

Koodoora to Sarbal, 6 hours.—To bridge at junction of two valleys ¾ hour, then leave Chitral Sar Nullah on left. Keep to right, gradual

ascent 3 hours to Ganaspatra, then leave forest, grassy, 2 hours to little lake, 1½ hour to 2nd lake. The route for climbing is up the ridge to north. From Sarbal to the summit and back is a stiff climb of 12 hours (see also p. 103).

General Bruce climbed Haramukh from Gangabal in 1907, a fine bit of icework.

Sarbal is a most beautiful valley. Returning to the Wular 4 hours to Koodoora, thence 4 hours to Nadihal.

GANGABAL TO BANDIPUR *Via* TRESANGAM AND ATAWAT.

1. Gangabal to Tresangam.—On leaving Gangabal ascend from the head of the lake *via* Loolgool Nag as on the way to the Erin Nullah, then leaving Kalasar on the left go straight down the valley that is seen from the pass by Loolgool Nag. This is the Tresangam Nullah. There is no road only steeptracks, in some places, very steep, and it is entirely unfit for laden ponies, for the first mile or two the descent is very steep. Then a torrent has to be forded which brings one to goat tracks leaving the stream on the right. Huge masses of boulders then make it impossible to keep by the stream, as the path ascends up the hillside for about a mile and descends again to the stream, which again has to be forded, more goat tracks lead into a belt of firs, and a little lower down the valley another nullah* joins at Tresangam (11,000 feet?), camp here. There are two Gujars' huts and plenty of wood, distance probably from Loolgool Nag to Tresangam 8 miles, but the road is bad the whole way.

2. Tresangam to Atawat.—Probably 12 miles, accomplished in 12 hours as the track was bad, cross the bridge from Tresangam and ascend steeply up the hill to probably 12,000 feet, keep high up hillside for 4 or 5 miles. The views are glorious, the way leads over a beautiful marg, called Magan (?), this would be an excellent place to camp in June or July; wood is plentiful. A mile or two beyond Magan the road descends sheer over a precipice and continues along a steep sharp spur, and is most dangerous for laden ponies; then leaving the spur the path descends sharply, down the mountain side on the left, and finally comes to a small village. The path below this village is better than previously though very bad in places. It descends at last to the stream which has to be forded, the bridge is worse than useless, further on just by Awatkot another stream has to be forded, the bridge having been entirely washed away. There is a forest bungalow at Uskot but no very good camping-ground, supplies can be obtained from the village.

3. Atawat to Bandipur, 9 miles.—This is an easy stage. The first 3 or 4 miles the road is rough, but improves as the valley widens out and a fine view of the Wular is seen, finally Gilgit road is joined 3 or 4 miles above Bandipur.

From Sarbal to Mahalesh would be a practicable climb over snow ridge. But coolies would not follow.

*Up this nullah is a route to Tilel.

GANDERBAL TO THE GANGABAL LAKES *Via* THE WANGAT NULLAH AND TRINKUL.

The Wangat Nullah crosses the main Sind Valley road about 10 miles from Ganderbal and 1 mile from Kangan. Turn sharp to the left just before reaching the bridge across the nullah and proceed up the nullah to the village of Wangat, about 15 miles from Ganderbal (see also page 101).

Continue for another 3 miles along the same track until some Hindu ruins are reached. The camping-ground is alongside these ruins, and from this point the ascent commences.

The ascent is by a very steep and broken road for about 4 miles. It is possible to take lightly laden ponies up it; but in places loads may have to be taken off and passed along by hand. At the top of the ascent the track is fairly level but there are one or two difficult spots to negotiate. The ascent is about 4 miles and it is another 4 miles from the top to the camping-ground known as Tronkul.

There is no water to be had for the first 6 miles of the road.

From Tronkul to the lowest of the Gangabal lakes is about 4 miles. The track starts along a grassy ridge, crosses a shallow valley to another grassy ridge at the upper end of which the track turns sharp to the right and leads along a gentle slope to the lake.

ERIN NULLAH TO GANDERBAL.

(1) Sarbal to Mohandmarg, 1 march—Mohandmarg is on top of the range, south of Haramukh; it overlooks Ganderbal. Height about 10,500 feet. There is wood and water.

(2) Mohandmarg to Ganderbal, march.—A steep, zigzag descent to Moingam, thence two hours to Ganderbal.

The ascent from Moingam to Mohandmarg would take 6 hours. It is a lovely camping-ground; from there one march to Koodoor in the Erin Nullah.

There is a route *via* Wangat to Tilel:—

(1) As above, Ganderbal to Wangat, 15 miles.

(2) Wangat to Tronkol, 6 miles.

(3) Tronkol to Gadasar, 10 miles.—Cross a pass over 13,000 feet half-way, and descent to grassy valley and birch trees. Here join a path going by Niehnai to Sonamarg, camp 10,000 feet.

(4) Gadasar to Lohinsa, 10 miles.—A steep climb to pass 13,500 feet then descend to narrow ravine. Height 9,800 feet.

(5) Lohinsa to Girinal, 12 miles.—A steep ascent to 11,200 feet, then a lovely walk along grass ridge, with birch forest for several miles. Then descent to Girinal village, or 4 miles further to Purana Tilel.

The author traversed this route early in October with baggage ponies from Tilel, the wonder is they were not killed on the steep slippery slopes but Tilel ponies are trained gymnasts.

See Routes 23, 24 for Tilel.

On the right bank of the Sind river there is a path from Kangan to Manasbal Lake. It is fairly good. The distance is 16 miles. Half-way is Moingam, which is the best place for camping. The path is very pretty. It keeps near a canal which passes round what would, without it, be barren hillside, and supplies the gardens at Manasbal. It is a short march direct from Ganderbal to Manasbal. Most travellers go by boat *via* Shadipore and Sumbal.

MANASBAL LAKE.

Between the river and the foot of the mountain spurs, at the lower end of the Sind Valley, is a small lake, enclosed by a low hill, Aha-teng on one side and an elevated plateau on the other. This is Manasbal. Though only a mile or two in diameter, it is pretty, and, owing to its depth, always has a considerable expanse of clear water.

At the upper end are some well shaded terraces watered by a canal brought from the Sind river. These, especially the highest, afford a very pleasant encampment. Close by is an old faqir's garden, renowned for its peaches and grapes. His cave is also worth visiting. He intended it for his grave, but after all was buried outside in the garden. Imbedded in the soil at the edge of the lake is a small temple of which the roof only is visible, it having probably been submerged by some rising of the water-level. At the foot of the hill opposite is a small village, Kundbal, whence most of the lime in the valley is obtained. A great part of the hill consists of fossil limestone. On the northern bank facing this village is an extensive terraced garden faced with masonry, called the *Darogha Bagh, another relic of the garden-making epoch of Jehangir. The outlet of the lake is a mile below this, a small canal, which joins the river at Sumbal. The large village of Batpur is near on the south-west, with many shady camping-grounds, springs and remains of old buildings and tanks.

The road from Srinagar to Bandipur passes through it. Morning and evening breezes from the Sind Valley keep the climate fairly cool. The lotus is nowhere more abundant or

* *Vide* Appendix, Note on Moghal Gardens, page 232.

beautiful than on the margins of the lake. At Sumbal there is good fishing.

THE WULAR LAKE.

The Srinagar-Gilgit road crosses the river to Sumbal which is 2 miles from Manasbal. It leads north across the plain to the foot of the hills and skirts the spurs, passing the villages of Ajas and Sadrkut. It is a beautiful ride with a wide view of the lake. When the lake is high it extends to these villages, but in winter is miles away.

Bandipur is the starting point for Gilgit, and the chief commissariat dépôt. There is a bazar of some size, also post and telegraph offices (see page 170).

Within 2 miles of Bandipur is Nadhial, the landing-place for the Erin Nullah. In late summer the neighbourhood of the Wular Lake is a pestilential mosquito-haunted swamp, and travellers should endeavour to cross the lake and get well away from its shores during the early part of the day. The best time to camp near the lake is in April and May.

Watlab, Ziriman and Kyunas are the favourite camping-grounds. The last is safest for boats.

A few miles beyond Bandipur, on the north shore, immediately opposite the river mouth, is Alsu, whence there is a route to the Lolab and to Nagmarg.

The village is a mile or so from the shore and on higher ground.

Kyunas lies south-west of Alsu in the bay formed by the rocky spur Shukr-ud-din.

Another path to the Lolab starts from Kyunas, and the bridle-path round the lake here ascends and crosses the low neck behind the Shukr-ud-din hill; by road it is about 7 miles to Sopor.

In the little hollow on the east of the rocky point is Ziriman and on the west is Watlab. In stormy weather there is no safe mooring for dungas at either place.

The lake is a large sheet of water with very ill-defined shores. Early in the summer it is often fifteen miles or more broad. But in the autumn little clear water is left, the weeds are so universal and thick. The deepest part is towards the

low hill called Baba Shukr-ud-din on the north-west side, on the top of which is the shrine or ziarat of that saint, a renowned disciple of Nur-ud-din's. Near this the rocks come down to the water, and a little distance out in the lake is a curious bubbling spring. Near the mouth of the Bandipur Nullah is a small island with some ruins: one of these was probably a Baradari and was built by Zain-ul-abadin. The other is an old Hindu ruin, formerly of grand dimensions, and still showing some fragments of elegant pillars and arches. In the spring and late autumn some fine sailings may be enjoyed on the Wular. There are frequently high winds in the afternoon; this makes the passage of ordinary Kashmir boats rather risky. Storms collect on the mountains, specially over Haramukh, and sweep down the valleys with great violence and little warning.

Kyunas to Rajpur.—An interesting little trip would be the forest path from Kyunas ascending 2,500 feet to the pretty little basin Rampur-Rajpur, where there is a forest hut; thence west down towards Sopor, or north over the hill to Nagmarg or across the ridge and down to the Lolab. The direct route is not fit for ponies; but one can ride along the top of the ridge to the west for 5 miles, then join the Arwan route, and descend to Doras forest hut; altogether about $4\frac{1}{2}$ hours, from the forest hut at Rampur-Rajpur there is an easy climb of about two hours to the top of Kahoota Station Hill, which commands a lovely view, quite uninterrupted on all sides.

NAGMARG.

Nagmarg is a favourite resort of Europeans and Gujars situated on the flattened grassy summit of range overlooking the Wular Lake about Alsu. It is surrounded by pine forest and is in many respects similar to Gulmarg. The prospect is, if anything, more beautiful. There is now a forest hut here.

It is reached by a fairly easy ascent of about 3,500 feet from Alsu which should be made in the early morning as it is quite shadeless. From the Lolab there is also a direct path fit for ponies. The water-supply is a small spring liable to be fouled by cattle and to contain worms; but this has been improved and in early summer there is abundant supply. This is a charming place for a camp (Koebel).

Cattle tracks and shepherds' paths lead right along the crest of the range to the Tragbal Pass, a day's march.

THE LOLAB.

The Lolab (K. Lolau) is a pretty valley behind this range. The road to it from Alsu ascends for about three-and-a-half hours, leaving Nagmarg on the right, then descends an equal distance through fine forest scenery. The Lolab is three or four miles wide and four times that length with several smaller nullahs opening into it. Its peculiar beauty consists in the wide park-like expanse of meadow and fields dotted over with groves of walnut trees and orchards in which villages are almost buried from sight, while the valley is fringed with low cedar-clad hillocks and shut in by dense forests. Formerly bears abounded, but frequent drives have decimated them. The valley should be visited before July or after August, as it is not elevated, and is hot in summer. Large areas of forest are given out on contract and there is an extensive lumbering industry.

There are nice little forest huts at short stages, containing chairs and tables, and prettily situated. Permission to use them should be obtained in writing from the Divisional Forest Officer. The huts are at Doras, Chandigam, Kumbrial, Renawari and Kitardaji.

LOLAB TRIPS.—Start from Baramulla, Sopor or Alsu. Many other cross routes are possible. For simplicity I give the three chief:—

A1. From Baramulla to Patsal forest hut, 9 miles.—An undulating good path, pretty scenery.

2. Patsal to Kitardaji, about 7 miles.—Ascent 600 feet, follow lovely forest ridge; descend little but beautifully situated, view of Kaj-Nag mountain.

3. Kitardaji to Khaipur (Renawari hut), 12 miles.—Cross Mowar stream at 5 miles, then ascend, skirt hill, lovely deodar forest, descend to Dachildora, and down to Khaipur, turn left up to hut, half mile; from here a party with tents could go to Shalura; turn N.-E. to Tregam and thence E. to Kumbrial. The whole district of Utar Machipura is pretty.

4. Khaipur to Patalnag, above Drogmulla, about 10 miles, crossing the Pohru valley and passing many villages.

5. Patalnag to Kumbrial hut, following up the Pohru, along a narrow forest valley, about 8 miles.

6. Kumbrial to Doras hut, 10 miles.—Fairly level valley, more open. If camping, Lalpur is the best place.

7. Doras to Alsu, about 14 miles.—Cross ridge 2,000 feet up, ascend through forest; a long, steep descent to Alsu; camp at village, 1 mile

from lake, or get into boats previously arranged for. From the crest of the pass it is $1\frac{1}{2}$ hour N.-E. to Nagmarg forest hut, or about $2\frac{1}{2}$ hours S.-W. to Rajpur forest hut.—(N. B.—One cannot be sure of getting a dunga from Bandipur). Some of the forest huts are not available.

N. B.—A made road now goes from Sopor to Lalpur 39 miles, via Chogul, Drogmullah, Kotwara, as follows:—

1. From Sopor to Harwan hut, 10 miles.—Along a flat dusty road. If camping go to Chogul, 13 miles, as Harwan is out of the way.

2. Harwan to Patalnag, about 14 miles.—Following left (true) bank of Pohru river, join above route A. 5.

N. B.—In early summer a dunga boat can usually be towed up the winding Pohru, with its pretty wooded banks as far as Pohru-pet two miles from Harwan hut. Here there is a rapid, if practicable to ascend, then the boat might proceed to Chogul, or even to Awatkotla above which, it is too rapid. There is seldom enough water for this after mid-June or July.

2. Alternative to above, Harwan to Doras hut.—Climb the ridge N.-E., about 3 hours' ascent, not steep, hot in afternoon, descend $1\frac{1}{2}$ hours to Doras forest hut; distance about 9 miles. Thence, as above, to Nagmarg or Alsu, see A. 7 or, in the opposite direction to Kumbrial, see A. 6, and so back to Baramulla, 5 more marches, total 8 marches.

3.—From Alsu (on the Wular Lake) arrange transport 24 hours before from Bandipur or Sopor.

1. Alsu to Nagmarg, see page 106, about 6 miles, and steep ascent of 4,000 feet.

2. Nagmarg to Doras, about 9 miles.—Descend three hours, then 1 hour on level; thence, as in A. 6, reversing the direction; or B. 2 (see above). The road is rough for a motor car.

Another path from Nagmarg would be S.-W. to Rajpur-Rampur hut, chiefly descent, one ascent 800 feet midway, about $3\frac{1}{2}$ hours, and thence back to the Lake at Kyunas, 3 hours more. There is also a direct path from Rajpur-Rampur to Sopor, about 9 miles; also one over the hill N. to Doras, not rideable in many places. There are many other paths. All the above routes are fit for baggage ponies, except the last, and may mostly be ridden on hill ponies. There is a post office at Handwara, which is the tahsil, and is not far from the road between Renawari and Patalnag (see A. 4). There is a direct road from there to Sopor, 16 miles. Ordinary travellers had better keep their transport right along, even if staying a day or two at some stages. The forest huts are usually a little way off the direct roads. If tenting in fine weather, it is better to be independent of them. Some of them are infested with fleas.

CHAPTER IX.

THE TEMPLES OF KASHMIR.

THERE are few ruins in India comparable to the massive temples of Baalbec or Palmyra ; but ancient India has nothing more worthy of its early civilization than the grand remains in Kashmir, which now feebly excite the wonder of European tourists and the pride of Kashmir Brahmans ; the massive, the grotesque, the elegant in architecture may be admired in many parts of India, but nowhere is there to be seen the counterpart of the classically graceful, yet symmetrically massive, edifices of Kashmir which though inferior to Palmyra or Persepolis in stateliness, are in beauty of position so immensely superior to either.

The numerous indecipherable ruins which abound throughout the valley, and the immense quantity of cut and fluted stone, built, or rather patched into the walls of mosques, houses and into ghats and embankments, give evidence of how many have been lost of the series of temples erected by various rulers of Kashmir between the second and tenth centuries A. D.

Fortunately it is possible to identify most of those which remain, and they represent different periods in the development of the style.

Much that is very contradictory has been written about these temples, in spite of the evidence of history, conformation and style. " It is certain," to quote a competent Indian archeologist, who confirms the conclusion of General Cunningham, Bishop Cowie and others, " that all of the existing Kashmir temples were dedicated to the worship of Siva, and enshrine merely a conical stone, the popular symbol of that divinity. The interior of the cella, or sanctuary, is seldom more than ten or twelve feet square ; space ample enough for the simple form of adoration which alone is required by Mahadeva (Siva) from his devotees, *viz.*, that they sprinkle water on the sacred symbol,

pace round it with measured steps, and finally crown it with a garland of flowers. The drain for the purpose of carrying off the waste water still exists in most of the temples, and is clearly part of the original structure being a projecting corner from some-one of the few enormous blocks, of which the building is composed." Strengthening this almost irrefragable internal evidence as to the purpose of the buildings, we may add that Hinduism in Kashmir, from time immemorial, has been the centre of Shiv worship which absorbed to itself the primitive serpent or nag worship, of the aboriginal tribes. In many places this combination determined the site of the temples, which are placed in a tank supplied by springs or nags, the special abodes of the water snake gods whose form was in many cases coiled round the symbol of Siva. Elsewhere the temples would be surrounded for the same purposes by a tank fed by a canal, as at Martand and Bhaniyar.

The exact age of the temples, and the name of the founders may in many cases be safely identified from the Raja Taringini; and that of others deduced with fair accuracy from modifications in the style or from tradition.

But the discovery of Brahmi script in the enclosure of the Badshah tomb makes one willing to accept the earliest date compatible with the ancient chronicles.

For a general idea of chief temples, we cannot do better than quote *verbatim*, by kind permission of the author, portions of the paper on the Architecture of Kashmir, by T. S. Growse, Esq., I.C.S., published in the Royal Asiatic Society's Transactions:—

"Owing to the great thickness of the walls, and the massiveness of the plinth upon which the temples are raised, the exterior proportions are much more imposing than would be expected from the insignificant interior.

"Though less suggestive of Greek influence than the detached pillars of the colonnades, the pilasters, with their definitely proportioned base, shaft and capital, the square architraves of the doorways and the triangular pediments that surmount them, but still more the chastened simplicity of outline

and the just subordination of merely decorative details, are at a glance seen to be classic rather than oriental. Beyond the points above enumerated, the resemblance ceases; the porches are curved into a bold trefoiled arch of similar character with English Gothic of the first pointed period, and the roof, instead of being flat and out of sight, is a high pitched pyramid, broken however into two compartments by a horizontal band carved with dentils and tryglyphs. In short, the adaptation of classic forms was complete just so far as the differences of climate and the conventionalities of religion allowed. In the sunny land of Greece a roof was felt to be a useless encumbrance and therefore kept out of sight; on the snowy hills of Kashmir a substantial covering overhead was above all things to be desired; hence the roof became a prominent feature in the design. In sculpture the influence of Greek art was unfelt since the archaic representations of the deity were too sacred to admit of modification, and were reproduced in all their primitive rudeness in niches and on panels moulded with the most artistic grace.

In all the Kashmir temples, except Martand and Avantipur the cella forms the entire building. In some examples there is an open doorway on each of the four sides; in others only one, facing east or west—such a position enabling the rays either of the rising or setting sun to fall full upon the idol. In both cases the exterior effect is the same. When there is only a single entrance the porch above it may be made slightly more prominent, but on each of the other faces is a similar erection, though the doorway within it is closed. At the larger of the two Pattan temples the projection of these pseudo-porches is so considerable that they form deep niches or rather shallow chambers in each of which was once a lingam.

Although the purely architectural details of the building so markedly resemble classical styles, yet in its primary conception it is linked closely with the temples of Bengal: in both there is the square block surmounted by a pyramidal roof and in both the plan is extended by projecting porches on one or more sides; but in the more oriental form of Bengal the pediments and gables are curved. By a repetition of the porch and the addition

of flanking cellas the imposing dimensions of Martand are attained (which may be said to have the counterpart of the chancel, choir, nave and transepts of Christian churches).

The earliest of all the temples is said to be that crowning the Takht-i-Suleiman, called by Hindus Shankarachara. This hill rises to the height of 1,000 feet above the plain, and overlooks the town of Srinagar, which spreads away to the foot of the opposite but somewhat lower eminence called the Hari Parbat. The first religious edifice on this commanding site was built by Jalaka, the son of the great Buddhist convert Asoka, about 200 B. C. In all probability there is no fragment of this now remaining. The temple was subsequently rebuilt and dedicated to Jyeshthevara, a title of Mahadeva, by Raja Gopadittya, who reigned in the VI century, A. D. To this date may be ascribed the low enclosing wall and the plinth of the existing temple; but some of the superstructure is evidently more modern.

Of more interest and in much more perfect preservation is the small cave temple at Bhaunajo (see page 87). It stands at the far end of a natural but artificially enlarged fissure in the limestone cliff which rises from the bank of the Lidar at the mouth of the valley bearing the same name, about half a mile from the village of Bhawan. The entrance to the cavern, which is more than sixty feet above the level of the river, is carved into an architectural doorway and a gloomy passage fifty feet in length leads from it to the door of the temple. It is a simple cella ten feet square, exterior dimensions, raised on a boldly moulded plinth and approached by a short flight of steps. The square doorway is flanked by two round-headed niches despoiled of their statues and is surmounted by a high triangular pediment reaching to the apex of the roof with a trefoiled tympanum. There is no record from tradition as to the time of erection; but from the absence of all ornamentations, and the simple character of the roof, which appears to be a rudimentary copy in stone of the ordinary sloping timber roof of the country, it may with great probability be inferred that this is the earliest perfect specimen of a Kashmir temple and dates from the V or VI century of the Christian era.

The little shrine at Payech (page 81) comes next in point of antiquity, and in intrinsic beauty and elegance of outline is far superior to all the existing remains of similar dimensions. The traveller Vigne regarded it as the most modern of all, but apparently from no more solid reason than its excellent preservation. This, however, may be explained by the retired situation at the foot of a high (table-land which separates it by an interval of five or six miles) from the bank of the Jhelum and by the marvellous solidity of its construction. The cella, which is only eight feet square, and has an open doorway on each of the four sides, is composed of only ten stones, the four corners being each a single stone the sculptured tympanums over the doorways of four others, while two more compose the pyramidal roof, the lower of these being an enormous mass 8 feet square by 4 feet in height. It has been ascribed by General Cunningham, on grounds which in the absence of any positive authority either way, may be taken as adequate, to King Narendraditya. The sculptures over the doorway are coarsely executed in comparison with the artistic finish of the purely architectural details, and are much defaced, but apparently represent Brahma, Vishnu, Shiva and the goddess Durga. The interior is still occupied by a large stone lingam and from the water-drain and bulls carved on the smaller pilasters of the doorway it is evident that this was the original intention.

Of somewhat later date are the temples at Wangat (page 100). These are in two groups situated at the distance of a few hundred yards from each other, and consisting respectively, of six and eleven distinct buildings. In close proximity is a sacred spring called Nag-bal, and by it the footpath leads up the heights of Haramukh to the mountain lake of Ganga-bal, a celebrated place of pilgrimage. It is probable that the temples were erected at different times by returning pilgrims as votive offerings after successful accomplishments of the hazardous ascent. The luxuriant forest growth has overthrown and buried almost completely several of the smaller temples. On the summit of the largest a tall pine has taken root and rises straight from the centre in rivalry of the original finial. The architecture is of a slightly more advanced type than at Payech, the most striking feature being the bold projection and lofty trefoiled arches of the lateral.

Of very similar character, but in more perfect preservation, is the temple at Bhaniyar. This is much better known since it stands on the very edge of the high road leading from Murree to Srinagar, about a mile-and-a-half from the village of Naushehra. The actual shrine is a cella of larger dimensions than usual, being $13\frac{1}{2}$ feet square in the interior, with walls $6\frac{1}{2}$ feet thick, supported on a basement, 4 feet square, of singularly noble proportions. It is the earliest example that still retains its original enclosure, a cloistered quadrangle measuring 145 by 120 feet. Though the final touches of the chisel have been effaced by time, the colonnade is in other respects almost perfect. The wall is pierced by a series of pedimented and trefoiled arches forming shallow recesses for the accommodation of priests and pilgrims.

A few miles further on the road is another temple of similar character, but originally, as it would seem, of more elaborate design. Here, however, the surrounding colonnade, if it ever existed, has entirely disappeared, and only the blank wall remains.

The celebrated temple of Martand is the next to claim attention, and is of far more imposing dimensions than any other existing example except Avantipur. It alone possesses in addition to the cella, or sanctuary, a choir and nave, or to give them their Sanskrit terms, antara and orddhmandawa. The nave is 18 feet square, and the total length of the building 63 feet. The sanctuary alone is left entirely bare, the two other compartments are lined with rich panelling and sculptured niches. The roof has been completely removed and lies in vast masses round the wall of the buildings; it is calculated that the height cannot have been less than 75 feet. The western entrance, approached by a wide flight of steps, now encumbered with ruins, is surmounted by a magnificent trefoiled arch and flanked by two side-chapels, one connected with the nave by the extension of their roof over the narrow intervening passage. On the other sides of the temple are similar lofty arches with closed doorways below. The pillared quadrangle, which is 220 by 142 feet in dimension, varies in no essential point from that at Bhaniyar, but the carving is rather more elaborate. There are in all eighty-four columns, a singularly appropriate number in a temple of the Sun; if, as is supposed, the number eighty-four is accounted sacred by the Hindu in consequence of this

being the multiple of the number of days in the week with the number of signs in the zodiac. The colonnade is distinctly recorded in the Raja Tarangini as the work of the famous King Lalitaditya, who reigned from 699 to 735 A.D. From the same authority we gather, though the interpretation of the verses is considerably disputed, that the temple itself was built by Ramaditya, and the side-chapels, or at least one of them by his Queen, Amritaprabha. The date of Ramaditya's reign is involved in some obscurity, but the safest conclusion is that he died in the first half of the fifth century after Christ.

On the right bank of the Jhelum, about half-way between the towns of Srinagar and Islamabad, stood the capital of the famous King Avanti Varma, which he called after his own name Avantipur (page 81). Here he founded two temples—one before his accession to the throne, the other and larger one subsequently. Both were dedicated to Mahadeva—the former under the title of Avanti-swami, the latter under that of Avantiswara. His reign extended from the year 858 to 883 A.D. The two temples are now well excavated. The gateways of both are standing and the colonnade of the smaller temple which had been completely buried underground, has recently been exposed. The style corresponds with that of the Martand quadrangle; but the semi-attached pillars of the arched recesses are enriched with elaborate carving of very varied character, while the large detached columns are somewhat less elegantly proportioned. All travellers to Islamabad should visit these temples as fresh recent excavations have revealed a wealth of carving unparalleled in Kashmir.

It is recorded in the Raja Tarangini that Sankara Varma, who succeeded Avanti Varma, and reigned from 883 to 901 A.D. in conjunction with his Queen Sugandha, dedicated to Mahadeva, under the titles of Sankara Guresa and Sugandhesvara, two temples at his new capital of Sankarapura. This town is identified with the modern Pattan, where, beside the highway leading from Srinagar to Baramulla, two stately temples are still standing. Each is a simple cella; but in the larger one, as already noted, the side porches are so deep as to constitute separate chambers. In both the architecture is of the same character as at Martand and of equal excellence. Here and

there the carving is as sharp and fresh as if executed yesterday, but there are many ominous cracks in the walls? and if the forest trees, which have taken root in these crevices, are allowed to remain and spread, the total destruction of both buildings is imminent. The large one was much injured by the earthquake of 1885.

Such a fate has already overtaken a most interesting temple situated on a diminutive island, called the Lanka, at the entrance of the Wular Lake. It was constructed on a plan entirely different from that of other existing examples, being a square (34 feet in dimension) with a single porch or narthex on the south side, projecting 6 feet beyond the walls of the cella. The exterior was ornamented with arcades of trefoiled niches in two tiers. These are so Gothic in character that they might be transferred without incongruity to the walls of an English cathedral. The island is a dense mass of jungle; and the forest trees, which have already displaced a great part of the massive masonry threaten soon to bring down all the remainder. There appears once to have been a surrounding colonnade, as a large number of fluted pillars are lying about, but none *in situ*.

The temple of Pandrathan, the last in the main series, is next to Martand, the best known of all, in consequence of its close proximity to the capital. The pond has been drained and plinth excavated. Access to the interior is, therefore, a matter of little difficulty which is fortunate since the domed roof is well worth inspection, being covered with sculpture of such purely classic design that an uninitiated person who saw a copy of it on paper would at once take it for sketch from a Greek or Roman original. The temple is 18 feet square, with a projecting portico on each side, and displays, in a confused exuberance of decoration, more especially the repetition of pediment and trefoil, clear indications of a later date. It was erected during the reign of King Partha, who governed Kashmir from 913 to 921 A.D., by his Prime Minister Meru, who dedicated it to Mahadeva under the title of Meruvarddhan swami. The ground about it was then occupied by the original city of Srinagar; the modern name Pandrathan being a corruption of the Sanskrit Purandhisthana, *i. e.*, "the old capital." The seat of Government had been transferred to the present

site by King Pravarasena II, nearly 500 years before the foundation of the temple, but the old city was not entirely deserted till its destruction by fire in the reign of Abhinanyu, about the year 960 A.D. The conflagration was so violent that, excepting the temple, which was protected by the water about it, no other building escaped. There are in the neighbourhood, of Pandrathan some few fragmentary remains, which General Cunningham, more than twenty years ago, amused himself by piecing together and reconstructing with a wildness of imagination which his present mature judgment would be far from endorsing. The remains are simple as follows; first two large lingams, one 6 feet high, erect and entire; the other broken into three pieces, the lower part polygonal, the upper round with conical top, which together made up a height of 16 feet. Near these, which are separated from each other by a short interval—is a huge mass of stone, being the feet and legs, as high as the knees, of a colossal seated figure, probably a Buddhist image. At some little distance beyond this an isolated crag has been cut, as it stood, into some sculptured form, apparently a chaumukhi, i.e., a square pillar with a figure on each face.* But the rock has been overthrown, broken into three pieces, and so defaced by the action of fire that it is impossible to speak positively as to the original design. Of the three fragments, one, the base, is still attached to, and forms part of the natural rock. These four perfectly distinct objects, viz., the two lingams, the seated Buddha, and the rock-cut chaumukhi were combined by Captain Cunningham into a gigantic Phallic pillar, with the heads and feet of four figures showing at the base and centre of the column, while their bodies were made to disappear into the polygonal shaft of the large lingam.

On the margin of the beautiful lake of Manasbal is another small temple about 6 feet square, sunk like that at Pandrathan to some depth in the water. Strange as it may appear, there is good reason to suppose that all the Kashmir temples, not even excepting Martand, were originally surrounded by artificial ponds. This alone can explain the silting up of the Avantipur quadrangle. The water was probably conveyed from an

*The pillar is limestone, brought from some miles east.

exterior reservoir into the courtyard, which was flooded to the depth of two or three feet, partially covering the plinth of the temple, while a stone footway was carried on masonry supports over the water round the margin of the colonnade, and from the temple door to the entrance gateway. The object of this curious arrangement was to propitiate the nags or water-spirits, the primitive divinities of the country. In proof of the prevalent ophiolatry may be adduced the ancient slabs sculptured with figures of snakes, which are still occasionally to be seen worked up into the walls of modern buildings. There is one at the temple ghat Bijbihara ; perhaps the most curious of all is at the village of Changas on the Bhimber route into Kashmir where, among a number of small lingams under a pipal tree is a rudely carved slab representing a serpent with its long coils spreading over the whole length of the stone and a devotee with clasped hands standing below. Abul Fazl speaks of nearly seven hundred figures of nagas or serpent-gods existing in his time in Kashmir.

One peculiarity of temple architecture yet remains to be noticed, and that is the occurrence here and there throughout the country of miniature models of temples, constructed in each case out of a single stone. The visitor to Kashmir by the Pir Panjal road passes one, half-way between Shupiyon and Ramu ; there is another at Kohil, near Payech ; a third, built up into the embankment of a canal, called the Nali Mar ; and two more in the city lake, often completely under water, and hence much worn and defaced. Several more still exist in the city.

The temples were naturally objects of dislike to the newly converted Muhammadan rulers, and about 1400 A.D. Sikander set himself to destroy them, while also forcibly converting the Hindus or driving them from the country. Many of the relics of his iconoclasm may be noticed in the embankments which line the river, and in the plinths of mosques of dwelling-houses, where cornices, friezes and pediments may be seen. The art of stone building seems to have been forgotten until temporarily revived by the Moghal Emperors.

There are other ancient temples worth visiting at Narastan in Trahal, at Kothair, 3 miles from Achchibal (east), and one close to Pahlgam.

SOME NOTEWORTHY KASHMIR KINGS.

Date.	NAME.
3rd Century B. C. ..	Asoka, the great Buddhist King. founder of Srinagar.
2nd " " ..	Huska, Juska, Kaniska. These were Turkish Kings, also Buddhist.
6th " A. D. ..	Mihirakula, the white Hun King, extensive dominions in Central Asia, a patron of Brahmins.
" " " ..	Gopaditya, founded temples on Takht and Gupkar.
" " " ..	Matr Gupta, Kashmir, subject to Kings of Ujain.
" " " ..	Pravarasena II, founder of new capital.
7th " " ..	Durlabhavardhana, King at time of visit of Hiuen Tsiang, the Chinese traveller. He ruled most of the Punjab.
699—735 ..	Lalitaditya, a King who conquered and built shrines, was victorious over Turks and expelled Tibetans from Baltistan. Built Martand colonnade, made canals.
	Jayapida, an adventurous and travelling King, founded Jayapura.
855—883 ..	Avantiyarman, a time of construction and progress flood prevention, etc.
813—902 ..	Sankaravarman attempted to reconquer surrounding countries. Oppressive administration.
928—937 ..	Cakravarman was deposed for a time, struggles with feudal lords.
950—1003 ..	Didda, Queen, married a Lohara peasant; thence a new dynasty sprang; much internecine strife.
1089—1101 ..	Harsa, an able and versatile King, but tyrannical. Killed in a rising; the subsequent Kings were weak.
1339 ..	Shah Mir usurped the throne, founded Mohammadan dynasty. Sikandar But-Shikast destroyed many temples and shrines.
1420.—1470 ..	Zain-ul-abadin, a patron of learning, a prosperous reign, Many Hindus re-settled.
1532 ..	Mirza Haidar conquered Kashmir from the north.
1586 ..	Akbar conquered Kashmir.
1600 ..	Jehangir, the great garden-maker.
1752 ..	Pathan rulers, Kashmir a province subject to Kabul.
1819 ..	The Sikhs conquered Kashmir under Diwan Chand.
1833 ..	Colonel Mian Singh, Governor, prosperity restored.
1846 ..	Gulab Singh acquired Kashmir by treaty with the British Government.

According to Kalhana, that great King Asoka, 3rd century B. C. founded the first city of Srinagar and it was probably along the slopes from what is now called the Gap (Ait-gaj) to Pandrathan, where many scattered remains still exist in addition to the well-known temple. Pandrathan is probably a contraction of Purana dhisthana meaning the old capital. This name is first mentioned by Kalhana in connection with the shrine Pravaressvara built there by Pravarasena I, at the beginning of our era.

King Pravarasena II, grandson of the above, built a new city in the neighbourhood of the Hari Parbat (stretching towards the Sattu) or embankment, then as now shutting off the Dal Lake, and going to the Takht (Rajatarangini III, 366, *et seq.*). He also built the first boat-bridge over the river. He was a pious Hindu, and erected various shrines, the chief one that called Pravaresa may be now indicated by the extensive ruins between the present Juma Masjid and the south gate of Hari Parbat. For many centuries the official name of the city was Pravarapura after its founder.

It was at first on the right bank of the Jhelum, and on the banks of the river, the Mar Canal and Dal waterways. It was about A.D. 1050 that the royal palace was transferred to the left bank, and it was at first near where the 2nd bridge now is.

There are various indications that even before the time of Pravarasena there had been shrines and temples where the city is now; the mention of the image Bhimasvamin, and of the temple Vardhamanesa (Rajatarangini II, 123), carries us back to about 50 B. C.

A few ancient sites and names can still be identified.

The stream from the Dal Darwaza now called the Tsuntikul was then called Mahasarit. The modern name Kundabal for an adjoining part of the city represents the ancient Ksurikabel. Below the Hari Parbat was an old Durga shrine and the village of Saritaka. On the south side of that hill is a Ganesha shrine, then known as Bhimasvamin. This idol is said to have changed direction once or twice. There are neighbouring Muhammadan shrines which have utilized the abundant materials of ancient temples. Stein suggests that the present

Ziarat Pir Haji Muhammad, a little south-west from the Juma Masjid is the ancient Vishnu Ranasvamin of King Ramaditya. There is still an octagonal cella with high basement, and enclosed courtyard, with ornamented gateways.

On the river bank by the tomb called the Badshah Zain-ul-abadin, now used as a granary, are some ancient gateways and other remains. On these Dr. Abbot discovered some fragmentary Brahmi inscriptions which probably date back to 150 B.C. Evidence of the use of Brahmi or Asoka script in Kashmir had hitherto been wanting, though its use was suspected. These remains are therefore the most ancient in Kashmir, unless indeed the basement of the Takht Temple antedates them. The coins of Pravarasena are in Gupta character, and the Sharada characters first appear on the coins of Avantivarman (845—884 A.D.).

Higher up the right bank, near the 2nd bridge, was the temple Tardamanesa, built by Shamdhimat, 50 B.C., close to Manayar ghat. There is an interesting note about this in Stein's *Rajatarangini*, Volume I, page 382. Across the confluence of the Tsunti-kul with the main river Vitasta, was an old burning ghat, and the great island Mayasum, now the European quarter. The present Drogjan village by the hospital, may be recognized in the name Durgalika, where the blind King Yudhaisthira was imprisoned after his abdication.

To the north between the Hari Parbat and the Dal is the ancient Rajanavatika, now called Renawari.

On the left bank of the river, probably below the 2nd bridge is the site of the ancient palace of King Ananka. It was probably built chiefly of wood. A later palace built by Zain-ul-abadin is said to have been twelve stories high; with as many as fifty rooms in one storey; it was entirely wooden.

Some other sites may be briefly mentioned.

Bochwara, adjoining Drogjan, is the ancient Bhuksiravatika. Gupkar was Gopagrahara, named after King Gopiditya.

The villages of Thid, Bren and Ishbar are also mentioned in the chronicles. Above the last, on the crags overlooking the Dal, was the Suresvari Durga shrine. Half-way up, under a rock, is the sacred spring Satadhara. The mountain shrine

is now neglected, but the tanks and lings in Ishbar are the scene of popular melas.

Turning to the north-west of Srinagar, on the present Ganderbal road is the village of Vetsar Nag with the ruins of several temples and many other remains.

Annual melas are still held at the chief tank. Beyond this about two miles, is the village Amburher, where formerly was the temple of Siva Amareswara. Some slabs and fragments still exist there.

Just to the north of the Fort hill, across a stream and inlet of the lake is the suburb now called Amda Kadal; this is certainly derived from Amita bhavans, where there are numerous, though inconspicuous, remains. These may date back to King Meghavahana's time.

East of this, across a bay on which the Leper Asylum is now situated, is the village of Sudarbal; the ancient Sodara; it is the deepest part of the lake. Once a famous place of pilgrimage, it has now fallen into oblivion.

But that the famous Hazrat Bal shrine should be so close suggests a local heritage of fame and a transfer of reverence from Hindu stones to Muhammadan relics.

EASTERN DISTRICT.

Pandrathan has been noticed; at Zewan, 3 miles on, is a tank, probably the ancient pool of Jahavana. Two miles north-east of Zewan is Khonmoo, above which are traces of an ancient shrine on the hill side. Pampur is the ancient Padmapara and has the remains of more than one temple. One was founded there by Padma in XIth Century. Wean and Khru are mentioned in the text as places of pilgrimage, with sacred springs.

The ruins of a temple at Ladu are of special interest on account of the circular cella.

The village of Latipura may be safely identified with Laiitapura, so called after King Lalitaditya, VIIIth Century.

The temples at Avantipura are described elsewhere (p. 115).

There are scattered traces of the ancient town. The shrine at the junction of the Vyath and Rambhara is very ancient and the near village of Martamma is mentioned by Jonaraga.

Just below Bijbehara is the plateau where was once the famous temple of Vishnu Chakradhara ; it was here that in the time of Sussala, about 1120 A.D., hundreds of people took refuge and were burnt with the temple. Beyond this was the town of Narapura, about which there is an ancient legend.

Bijbehara is the modern form of Vijavesvara, which is connected by tradition with a temple standing in the days of Asoka, who built a stone enclosure round it.

Up the Lidar valley is Mamar temple opposite Pahlgam, identical with the ancient Mammessvara. Beyond this, towards the cave of Amarnath, are other sacred places mentioned by the old chroniclers. The Lake Susravas now Shisha Nag and the small lakelet, Jamatr (Zamatar Nag) then the high pass Wajvan to the five streams, Patsatarangini.

Returning to the valley we find that Bhaumajo, Bawan, Martand, Shangas and Achchibal are mentioned by Kalhana. Abul Fazl describes Kokar Nag and the intermittent spring of Sund-i-brar. The Vernag spring was then as now sacred, and so was the Vythvettar, one mile north-west of Vernag. It is said that Asoka erected many stupas near.

The associations of Shupiyon, Tsrar and Drang are within less remote time.

WESTERN DISTRICT.

About 12 miles west of Srinagar is a karewa, which stretches from the Baramulla road to near Shadipur. This is the site of ancient famous Paritrasapura, the capital of Lalitaditya, VIIIth Century. Here the foundations of numerous once grand structures may be traced. Already about 900 A.D. the city was so far ruinous that Sankaravarma removed materials from there to Pattan.

Nearer Shadipur is the village of Tregam ; near which an ancient canal of large size connects the Panznara swamp with the marshes round the Wular. At one point near Ekmanpur are the ruins of an ancient sluice gate.

Stein claims that this is really the former bed of the Vyath. I have examined it in flood time, and consider it was a natural passage which was deepened, perhaps by Suyya, to act as a flood outlet.

It is interesting to note that in this matter as in the proposed deepening of the river channel below Baramulla, Suyya forestalled modern engineers.

Five miles below Shadipur, near Sumbal, is Andarkot, the site of Jayapura, the capital of King Jayapida. Here there are some interesting remains.

At Pattan the ancient temple ruins are still conspicuous but at Tapar, four miles north-west, only the foundations are now visible. Nor are there any remains of interest at Sopor, the ancient Suyyapura.

In many out-of-the-way villages chance travellers see well cut stones of great size, and fragments of ancient foundations, pointing to the populous condition and relatively civilized state of Kashmir at the beginning of the Christian era.

CHAPTER X.

LADAKH.

KASHMIR is half encircled by the Indus, the basin of which from its source to about longitude $75\frac{1}{2}$ east, a distance of over 600 miles, is usually called Little Tibet. The upper half constitutes the province of Ladakh; the lower that of Skardo, to the west of which is the Governorship of Gilgit. These three form the Trans-Kashmir provinces of the Maharaja's territory.

Ladakh is a large tract of country, including Rupshu, Zaskar, Nubra as well as Middle Ladakh, and the lofty plateaux south of the Karakoram. It contains the loftiest inhabited districts in the world. No part is below 8,000 feet, and a large portion of the population live at elevations of from 12,000 to 15,000 feet above the sea. While this is the height of the valley, and plateaux, the mountain ranges average from 17,000 to 21,000 feet, and many peaks are 25,000 feet high. Cultivation is dependent on irrigation. Wherever there is level ground, and irrigation is possible, there are villages which are as verdant in their oasis-like beauty as the mountains are grand in their barren massiveness. Being on the chief trade-route between Tibet and Western Asia, Yarkand and India, Ladakh has been traversed and described not only by sportsmen, but by scientific and political travellers. Among those who have visited it may be mentioned Moorcraft, Gerard, Cunningham, Thompson, Forsyth's Mission, etc.

A British representative, called the Joint Commissioner, resides at Leh during the summer to supervise the trade traffic.

The history of Ladakh was closely connected with Tibet for very many centuries.

"Travellers to Ladakh should read Eranc's short "History of Western Tibet."

It seems clear that in the pre-Buddhist period, parts of Western Ladakh and Zaskar were occupied by an Indo-Aryan tribe called 'Mons,' and that these were either driven out or

in part subjugated. The Dards of Gilgit and Astor also extended at another time up the Indus Valley to Leh itself; and their rock sculptures and drawings may be seen at Khalatse and Hunupatar. The Chinese may then have been over-lords. From Sir Aurel Stein's researches at Khotan and the Lob Nor desert it seems that the northern irrigable slopes of the Karakoram were partially settled with an Indian race. And it seems probable that Kanishka (second century B. C.) and some of his successors ruled so far north. Then from the Kashmir annals we learn that Mihirakula (sixth century A.D.) the white Hun King held Tartary as well as Northern India. A century later Lalitaditya reconquered Ladakh.

By the tenth century the Tibetan power began to push back the Dards, and for a long period Kings of Central Tibet ruled from near Lake Manasarowar to the Zoji Pass. The religious bond with Lhasa was tightened about 1300 A.D. and the old Bonchos demon worship was replaced by Lamaism. Another 100 years later came Tsonkapa, the Lama reformer; but his success does not seem to have gone much deeper than the changed colour of the cap worn by Lamas, and local patriotic feeling favouring the red sect. One of the few noteworthy Kings, Sengge Namgyal invaded Central Tibet about 1610, and his son Deldan seems to have been powerful. Then came an invasion of Mongols, which was successfully resisted, but from this time the Ladakh power declined. King Deleg invoked the help of Emperor Shah Jehan, and with the advent of Muhammadans who already held Baltistan and Purig, the western Lama Kingdom tottered to its final fall.

The Sikhs held Kashmir, and Raja Gulab Singh of Jammu sent a bold Dogra leader, Zorawar, who had already seized Kishtwar, across the passes to Ladakh. It is a romantic bit of history reminding one of Cortes and Mexico. Zorawar was a born leader, Ladakh and Baltistan were completely subdued; but reports of the gold of Lhasa drew Zorawar to a fatal expedition, when on the snowy heights near Manasarowar he and his whole force experienced a fate like that of the British at the same time, on their retreat from Kabul. Peace was made and, from that time resuming the conditions of a former treaty, made at Tingmogang in the time of Deleg, the

Maharajas of Kashmir have sent embassies with presents, to Lhasa, every third year, and through the monks a close connection still exists. Thus the Lhasa authorities summoned the Ladakh monks to resist the proposed British Political Mission to Tibet in 1886. Ladakh was formally made over to Gulab Singh by the treaty which gave him Kashmir.

The population of Ladakh is about 186,000. In Leh itself there are always many foreigners. Most of the population are settled, but some nomads or *chang-pa* inhabit the uplands of Rupshu. With the exception of some Muhammadan colonies, the people are Buddhist, belonging mostly to the sect of Red Lamas. The restricted amount of cultivable land has caused the curious custom of polyandry, where the eldest son of each family chooses a wife and his brothers become also minor husbands. Thus, and by the celibacy of hundreds of monks and nuns, the growth of the population is restrained. Throughout the country monasteries abound; but they are neither so large nor so rich as prior to the Dogra annexation, upon which thousands of monks fled to Tibet.

The people are of Mongolian type—short, compact and ugly; except in Nubra, the average height would scarcely exceed 5 feet. The men usually wear woollen caps with ear flaps, a pigtail, a very thick long-sleeved cloak or *choga*, loose trousers and felt gaiters and boots; the women long gowns, with plaited skirts, sheepskin *chogas* and a cloth cap. On gala days they wear flat head-dresses ornamented with large turquoises and brilliant dresses. The monks and nuns wear red or yellow caps and have shaven heads. Other Ladakhis except the Muhammadans, wear pig-tails.

They are a contented cheerful race, neither quarrelsome nor revengeful, or rarely so under the influence of *chang*, a sort of barley beer. They are moreover fairly honest and simple minded, and not so given to habitual lying as some races. They are conspicuously lacking in chastity and cleanliness. From simple and natural marriage customs they are debarred by the restricted nature of the country, and by the intense cold of winter from ablutions, which they also dispense with in summer by choice.

The climate is one of extremes. The heat in summer is considerable, owing to the vast tracts of barren rock and sand which reflect the heat poured down from a seldom clouded sky. In winter the cold is of almost Arctic intensity and accompanied by bitter winds. The daily variation is also very marked. Snow in the Indus valley seldom falls to any depth, and in summer there are but a few slight showers. So that all vegetation is confined to irrigated land, with the exception of the stunted brushwood or very scanty growth of poplars or willows which is met with in some few nullahs. Wherever in the ravines or slopes any area suitable for cultivation occurs, attempts are made to irrigate it by long and painfully constructed canals. Wheat, barley and buckwheat are the only cereals met with. Grim, a kind of loose grained barley, is by far the most abundant, and grows at very high altitudes, ripening at 13,000 and even 14,900 feet above the sea. Orchards of apricots and apples are met with in the warmer parts under 9,000 feet in the shade of which lucern and other fodder plants are raised.

Almost all the Ladakhis are agriculturists. The zho, a hybrid, between the yak and common cow, is used for ploughing. The religious communities assist in cultivating the soil and are in many places the chief landholders.

Trade is chiefly carried on by Yarkandis, or half-breeds (Argoon), Hindus from Hoshiarpur and Kulu, and the Muhammadans of Purig. The trade products of the country are wool, borax, salts and dried fruits. All the shawl wool of Kashmir is from Ladakh, whose upland pastures, though barren, support immense flocks of sheep and goats. Many of the ravines still abound in sport. The wild sheep (*Ovis Vigne*, Sharpu), *Ovis Hodgsoni* (Ammon), *Ovis Nahura* (Kuhrel), the gazelle, the graceful Tibetan antelope, the ibex, marmots and hares, are met with; in some parts snow-leopards are not uncommon. Red bear are widely distributed. Wild yak are practically extinct.

Ladakh is a country with peculiar charms, utterly destitute of the verdant beauty of Kashmir, yet its lofty sandy plains and rugged granite ridges have beauties which all who have once been there can appreciate.

ROUTE TO LADAKH.

Of late years the road has been much improved, so that in summer several marches a day might be done on staging ponies. As far as the head of the Sind Valley the route has been already described (see pages 96-97).

SUMMARY OF ROUTE.

SONAMARG to LEH ..	.. 189 $\frac{1}{2}$ miles.
" to DRAS ..	.. 3 marches.
DRAS to KARGIL ..	.. 2 ..
KARGIL to LEH ..	.. 7 ..

Sixth march—Baltal to Matayan (the Tibetan names are **Shing Kiang to Ambuti**)—15 miles. To Leh 180.

At Baltal the character of the valley changes; the river emerges from a narrow gorge, up which so long as the river is passable by snow bridges, there is a path to Amarnath. But the Ladakh road turns up a side nullah, winding in summer by easy zigzags up the slope on the left, this is a new well made road with much rock cutting; 2 miles to top of steep ascent, 3 on to top of watershed. In winter and spring travellers ascend the rock-bound ravine in which snow is then accumulated to an immense depth. Laden ponies can seldom cross before June. The ascent is somewhat over 2,000 feet. The height of the Pass is about 11,300 feet. Its Tibetan name is the Zoji La. From Nanga Parbat on the west, for several hundred miles, this is the most marked depression in the range. On either side mountains rise to a height of several thousand feet.

It was near the summit of the pass, several centuries ago, that a battle took place between the Dras hillmen and the invaders from Yarkand, who put their assailants to flight, and entering Kashmir wintered there.

At KANIPATER, 3 $\frac{1}{2}$ miles from Baltal, is a fair camping ground.

The scenery completely changes on the north side of the Pass. The lofty ranges cut off almost all moisture, and at every march the appearance becomes more Tibetan. Till the end of June there is usually a considerable quantity of snow along the summit of the Pass. The author has ascended by the ravine route in the middle of May; and heavy snow fell at night. There was then snow to Matayan.

In October snow may fall to a depth of several inches, but the Pass does not close to horses for more than a few days at a time till December. Get Dras pony men if possible. There is but a very gradual descent for several miles; small dak huts at intervals are built to keep open the communications during the winter. It is sometimes necessary to ford rivers, as the bridges may be swept away.

At mileage 71, by the new Gumber rest-hut is a path to Amarnath (see page 90).

At Machoi 9th mile, there is a little summer colony and a new solid rest-house; but the first village is Matayan, 15 miles from Baltal, and reckoned as $6\frac{1}{2}$ marches from Srinagar. No supplies can be obtained. There is a rest-house for travellers. A shikar path goes up nullah to south-east from Minimarg by which sportsmen can go to the Wardwan. (Probably a high pass is crossed on the second day, and on the third day reach Pujhoi. Except when there are snow bridges this route would be difficult.)

Seventh march—Matayan to Dras, $12\frac{1}{2}$ miles ; to Leh, 164 $\frac{1}{2}$.—A gradual descent. At a bend to the east, 4 miles down, is the village of Pandras. Another 6 miles down from this the open valley of Dras is entered. Passing the Sikh Fort one comes to a small plantation of poplars. Dras is a series of villages scattered over a broad and fertile valley. It is inhabited partly by Dards, partly by Baltis. Here are post and telegraph offices, granary, also a bungalow for travellers, for which Re. 1 a day is charged. Pony rate 12 annas.

Dras is over 10,000 feet and is swept by cold winds (for route to Suru see page 147). Dras is called Hembabas by Tibetans. To LEH, 131 $\frac{1}{2}$ miles.

Eighth march—Dras to Shimsha Kharbu, 22 $\frac{1}{2}$ miles.—For 7 miles the road leads down the valley, which gradually contracts and then bends northward. At the corner is the village of Dundul Thang. Below this the scenery becomes holdier, and the valley very narrow. Tashgam, formerly the stage, is 15 miles; cross the river $1\frac{1}{2}$ miles below, thence to Kharbu $4\frac{1}{2}$ miles; here is a rest-house, and small plantation of willows. An extra charge is made for this long stage. Pony rate Rs. 1-6-0.

Ninth march—S. Kharbu to Kargil, 16 $\frac{1}{2}$ miles.—The road ascends over a spur opposite the Shingo river. The Shingo Nullah leads up to the Deosal plateau, and is known for bears and game. Eight miles down from Kharbu, on the opposite side, is the large village of KARKITCHU. At Chanegund the valley is rather more open, and for a mile or two beyond the traveller enjoys the contrast from the rugged barrenness behind and before. A few miles' march along the face of precipices and then along the sandy banks, takes one to the junction with the Suru river. Here is a good suspension bridge, with Kharal just beyond. The Skardo road crosses and follows down the river. The Leh road keeps to the right and keeps for 2 miles up the bank of the Suru, here a swift, somewhat shallow but broad stream, to Kargil. Coming from Dras one has gradually descended to 8,700 feet. From here there is again a gradual ascent. Kargil is an extensive place; miles of alluvium are here under irrigation, and on either side of the river there are scattered villages. It is the capital of Purik province, chiefly inhabited by Ladakhis, who have embraced Muhammadanism, and subordinate to the Government of Baltistan. Pony rate Re. 1.

There is a large serai and a rest-house for European travellers. Also post and telegraph offices. The Suru river is bridged one mile above the Sikh Fort. There is an extensive view of an amphitheatre of mountains. Up the valley to the south is the Suru district, with the Bhotkol Pass to the Wardwan. Across to the east is a low easy Pass HAMBUTTING

LA, 13,500, to Lalun village and plain, seven hours' march. This is the nearest route to the Shayok (see page 169).

Tenth march—Kargil to Maulba Chamba, 23 miles.—The Suru river is left behind, with its picturesque banks and lovely distant peaks; and the path crossing the wide open valley, leads over a sandy plateau. Seven miles on is PASHKYUM, a very large village dominated at the upper end by a fort crowned rock, the scene of a brilliant *coup de main* by the Dogras on their occupation of the country. Beyond this the road enters a gradually contracting ravine, and the scenery becomes even grander. There are one or two picturesque villages, spots of verdure in this otherwise barren chaos of rocks and sand. The march may be halved by camping at LOSTSUM (or Lanchan) at 14th mile. From here a path branches north-west to the Lalun plain, seven hours' march. The new road, a good one, continues up the right bank, passing the bridge to SHERGOL at the head of the nullah. Shergol is seen on the right. At Shergol the valley again opens. This is the first stage where Buddhists are met with. The geology of the region passed through is of great interest, the sand stone rocks are of brilliant colour and sharply cut outline.

Three miles up is MAULBECK, or Maulba Chamba, village clustering at the foot of a spire-like rock, on which is perched a Lamasery, or Buddhist monastery. Near by is a large figure of Chamba carved on the face of the rocks.

There is an extra charge for this long stage. Rs. 1-6-0.
The rest-house is pleasantly situated on the polo-ground, well away below the village.

Eleventh march—Maulba Chamba to Bhot Kharbu, 94½ miles; to Leh, 93 miles.—The path rises by very gradual and easy ascent in 7 miles to the NAMIKHA LA, a Pass 13,000 feet high; then descends and, following up a stream of some size in an open valley, comes to KHARBU, or rather to a group of villages of which Kharbu is the chief. This was the scene of some fighting in King Deldan's time (1620—1640 A.D.). The ridges are covered with ruins of old castles. On the opposite side of the river is another pointed rock covered with buildings, called Stacktse.

It is a pretty valley at about 11,000 feet above the sea, well cultivated but has no fruit trees. A decent rest-house for visitors is in the village, and a good camping-ground beyond. Pony rate 15 annas.

CHIGTAN is another old castle, down the valley to the north, and formerly the Sultan of Chigntan ruled most of Purig district (see Francke's History, p. 103).

Twelfth march—Bhot Kharbu to Lamayuru, 15 miles.—This march in 10 miles crosses the Fotu La, a very easy pass about 13,400 feet high.

On this march the traveller may see ibex or sharpu. The route to KANGI turns to the south half-way up the pass. The view from the summit is splendid.

LAMAYARU is 5 miles beyond this, and about 2,000 feet lower. There is a good sized village and large monastery built on the top of some low cliffs. This should certainly be visited, and the fine image of Chunrezig be seen.

There is a good rest-house and a granary. Pony rate Re. 1.

Thirteenth march—Lamayaru to Nurla, $18\frac{1}{2}$ miles ; to Leh, 63 miles.—The path following down the narrow ravine between cliffs which force the road to cross and recross the torrent several times, at last opens into the Indus Valley. At a narrow place emanated by a fort there is a suspension bridge over the Indus. Khalatse, a large village, with pleasant encamping-ground, lies a mile or so further on 3 hours from Lamayaru, 53 miles from Leh. There is a fair rest-house, and a post-office. On a cliff towering over the village is the ancient important castle Bagnag built by King Naglug, 1150 A.D., who also made the bridge. The Indus at this point is about 9,500 feet above the sea-level. Pony rate Rs. 1-2.

KHALATSE TO NURLA, about 8 miles, mostly stony and quite shadeless, fairly level. Apricots and mulberries ripen in these villages by mid-July. One can get shady encamping-ground ; and the rest-houses are clean and cool. Between 11 a.m. and 3 p.m. the heat is very great if travelling.

From Khalatse there is an obsolete pathway from the river as follows:—

Khalatse to Timisgam, 10 miles (Tinamagang).—Follows the Indus for a few miles, turn up a side ravine, ascend about 1,500 feet, cross a plain, descend a valley, in which is Timisgam.

Timisgam to Himis Shukpa, thence to Tamtse, 7 miles—(Hem Shugpachan).—Again up, across the plateau, with occasional ravines to be crossed.

Tamtse via Bazgu to Nyemo, 10 miles.

At Bazgu the main route is rejoined, which we will now trace.

Fourteenth march—Nurla to Sasput, $14\frac{1}{2}$ miles ; to Leh, 45 miles.—The scenery is grander than on the preceding march. In these $14\frac{1}{2}$ miles there is but one poor strip of vegetation ; but at Sasput there is abundant cultivation. Rest-house and granary. Across the bridge, about 2 miles is the interesting Alchi monastery, with its traces of Kashmir workmanship. There is a cave monastery of Nyiziapug, ruined in the Balti wars. P. R. 14a.

Fifteenth march—Sasput to Nimu, $11\frac{1}{2}$ miles ; to Leh, $29\frac{1}{4}$ miles.—The road leaves the river, crosses a plateau, then descends to Bazgu, a most picturesque village ; the cliffs are studded with old ruins, the rocks are of brilliant colour and fantastic shape. There is a pleasant garden in which to encamp, also a bungalow. Here are historical monastery and castle which were long besieged by Mongols in the time of Gyalpo Delegs (1640—1680 A.D.) Nimu is some 4 miles further on. Rest-house and garden. P. R. 11a.

Sixteenth march—Nimu to Leh, $17\frac{1}{2}$ miles.—Again leaving the river at Nimu, and ascending the plateau, the valley is seen to open out. Gradually

descending we reach at 10½ miles the Phyang nullah, which is the best stage to halt at, if Bazgu was the previous halting place. At Phyang is a famous monastery, 400 years old. Three miles on, the river is rejoined and followed to Spitok, a large village clustering round an isolated hill. On this is a picturesque monastery built 500 years ago by Gyalpo Bumde. Here the Leh Valley is fairly entered; the road turns away from the river and with a very gradual ascent of about 1,000 feet in 4 miles leads to Leh, which is seen from a long distance. There is here a good dāk bungalow. P. R. Rs. 1-2.

LEH is a town of several thousand inhabitants; there is a broad bazar, close to which raises a spur on which stand the old palace, a monastery and other building. Leh has numerous plantations, in one of which is the Joint Commissioner's house and the dāk bungalow. There is an English post office.

The Moravian Mission has a Church, a Bishop, a hospital and a school here. The author has been indebted for the Tibetan names and various notes to the late Rev. F. Redslob, an indefatigable missionary and good linguist, who died in 1891 within a week of his colleague, Dr. Karl Marx. There are Moravian Missions also at Kailang and Po. These missionaries are very frugal and devoted. The Mission Hospital was for many years under Dr. Ernest Shawe who died in 1907 mourned by all Ladakh. He has been succeeded by his daughter, a lady doctor Rev. A. H. Francke, the author of the "History of Western Tibet" worked many years at Khalatse. He is the foremost living authority on ancient Tibetan Scrip.

Whether as the western capital of Lamaism, with its Lamaseraias, Chortens and Manis, or as the centre of the Yarkand and Tibetan traffic, with its interesting articles of commerce and quaint figures of many nationalities, Leh is a place abounding in attraction for lovers of the picturesque.

At Leh the traveller should see the old palace of Sengge Namgyal, the great idol Maitreya in a monastery on Namgyalt, same hill, the chorten "on yellow crag," a mile above Leh, where there are some supposed graves of ancient Dards, the longest *mani* wall in the country at Tewar gorge, 850 paces long and other interesting places.

The Hemis Festival is also well worth a long journey. The great Hemis monastery is about 24 miles from Leh, the miracle play is towards the end of June.

THE UPPER INDUS VALLEY.

"The Indus is already a considerable stream when it enters Ladakh. Near the Chinese frontier it flows between low

sand banks on an open valley. Below the influx of the Hanle stream it becomes a rushing torrent confined within narrow walls; opposite Leh, it has room to spread out and divides into various streams, but it is soon confined again, and rushes through ravines, the mountains becoming closer and closer until in Lower Ladakh the Indus runs through a very narrow, almost inaccessible gorge"—(B. Shawe). In this distance it descends several thousand feet, and the climate alters much. The upper eastern valleys are inhabited by nomads during the summer months. In Central Ladakh there are villages wherever water is obtainable to irrigate the stony or sandy fans; and crops ripen in August or September. In Lower Ladakh the summer heat is considerable, and two crops can be raised annually, while apples and walnuts ripen. But the sun heat is very great even on the high plateaux, where it freezes every night. A black bulb thermometer placed in the sun often registers 25° higher at Leh than in the plains of India. Hence the height at which cultivation exists. Crops ripen up to 14,000 feet though an early snowfall occasionally spoils the harvest.

In Kashmir there is scarcely any arable land above 7,000 feet and even at that height the crops often fail to ripen.

The rivers rise enormously in summer. Shawe estimates that the Indus at Leh discharges 6,000 gallons per second in winter, and 54,000 gallons per second in summer. The Zaskar river is about the same size. The Shayok river is estimated at the point of junction to be equal to the Indus, the two together at Skardo giving in summer 250,000 gallons per second.

LADAKH ROUTES.

The chief trade routes from Leh are south to Simla, east to Lhasa, and west to Kashmir and north to Yarkand *via* Nubra (summer) and Shayok (winter) this is the main road.

The Simla routes are given in the tables at the end. We first look east.

Map 45 E., Approx. 34° N. $78^{\circ} 3'$ E.

Leh to Pangong Lake—(Route by Lieutenant Watts Jones, R.E.).

1. Leh to Ranbirpur, 13 miles.—Easy march up Indus Valley.

2. Ranbirpur to Chimre, 15 miles, and Sakti, 19 miles.—Up Indus Valley, large village with a good serai; take on coolies for next four marches.

3. Sakti to Camp Zingrul, 5 miles.—A steady ascent to 16,400 feet.

4. Zingrul to Tsultak (camp), 11 miles.—An easy ascent to Chang La, 18,400 feet and descent.

5. Tsultak to Durgu, 11 miles.—An easy march, small village at height 13,000 feet, a rest-house, no supplies.

6. Durgu to Tanktse, 7 miles.—Here a village, only satoo obtainable, take ponies or yaks on from here to Sheshul.

7. Tanktse to Tsearh Tso or better known as Chakkar Talao, 15 miles.—Near to small lakes. If going to Chang Chenmo go from Tanktse to a hamlet, 11 miles, thence to Ludkbung, 11 miles.

8. Tsearh Tso or Chakkar Talao to Camp in sandhills, 13 miles.—On Pangong Lake.

9. Camp to Mun, 9 miles.—Along south shore of lake; small village rest-house.

10. Mun to Meruk (camp), $7\frac{1}{2}$ miles.—Still along lake; 3 houses only.

11. Meruk to Shushul, 15 miles.—Large village; rest-houses height 14,200 feet.

Note.—All supplies should be taken from Leh. Fuel (bortsa), is abundant, grass for yaks at the camping places, but not generally elsewhere. The road is fairly easy throughout. A new trade route *via* Changla and Shayok has been opened to Karakorum, though not generally used, traders preferring the shorter (by 3 marches) though more difficult and dangerous route.

12. Chushal to Camp by Lake, 14 miles.—N.-W. of Tsaka La, about 5 miles. Water and fuel abundant, steady rise.

13. Camp to Dungi, 16 miles.—Fuel dung, water indifferent. When Indus is low, river can be forded here.

14. Dungi to Nimu-mud, 20 miles.—Camp by ferry, fuel from villages, water from Indus. Ferry consists of 2 yaks, crew 2 men, capacity about 3 ordinary men or their weight in loads, *i.e.*, $4\frac{1}{2}$ or 5 maunds.

15. Nimu-mud to Camp on Hanle river, about 14 miles.—Fuel and water abundant. Mosquitoes bad.

16. Camp to Hanle, 21 miles.—Note (as on Deosai plains, mosquitoes pestilential in July, August and September, veils advisable).

HANLE TO KYELANG.

(By Col. L. A. Watson).

This route depends on grass and where relief yaks will be found.

1. **Hanle to Dungan**, 16 miles.—Fuel bortsa and dung. No water on road to within 3 miles of camp (August-September).
2. **Dungan to Kyun Lake**, 15 miles.—Steady pull up. Fuel dung.
3. **Kyun to Unti**, 11 miles.
4. **Unti to Peldo, N. end of Tsomoriri Lake**, 18 miles.—For several miles skirt the lake heavy going. No water on road. The so-called village Karzok is close by, but consists of only 3 houses, of which one is a gonpa.
5. **Peldo to Nedar**, 14 miles.—Path skirts mountain by N. to W. A. shorter but more difficult track crosses the mountain from near Karzok. Ample water, dung fuel.
6. **Niedar to Phirsi**, 14 miles.—Across Sharma La and camp close to junction of Sharma and Phirsa nullahs.
7. **Phirsi to Pang**, 10 miles.—Join Ladakh road.

PANGONG LAKE.

The Pangong Lake belongs to the same type as the many salt lakes of Central Asia, and evidences the same progressive desiccation. At one time its shore was hundreds of feet higher than at present. Its length must then have been much greater than now, but the whole chain of lakes is still over ninety miles long, and from two to four miles broad. On the centre of its length, for many miles it narrows to a mere channel of still water. The colour is an exquisite sapphire blue, with which the orange and carmine tints of the sunset light on the mountains form wonderful combinations of rare beauty. The formation of this lake, as also others which will be mentioned, is accounted for thus:—The central valley having been eroded to its present extent, the current became too slow or too small to sweep away the deposit brought from a side valley by one of its tributaries; the waters were gradually diverted, and finally obstructed by the formation of an alluvial dam which accumulated to a great height damming back the waters. (To a similar cause but more

rapid in action and of glacial origin, may be attributed the Shayok flood of 1842, of which the disastrous results are still visible). With a large surface exposed to evaporation, and but small supply of water, the lake has never accumulated sufficiently to overtop its barriers, and then cut down a new channel, as the Indus has done in several parts of its upper course; and thus it is becoming yearly more saline. The depth is nowhere great; and a few centuries may transform it into another of those salt beds which abound in this region—Huntington's "Pulse of Asia."

The great plateaux lie to the north of Palgong. The sportsman should hire ponies or yaks at Tanktse and lay in all supplies for his caravan. The stages are (Ward):—

1. Tsearh Tso or Chakkar Talao to Phobrang, 14 miles—Height 15,000 feet. There are shooting grounds at Montol and Koh-Laba. Pass Luckung, 9 miles.

2. Phobrang to Rimdi, 15 miles. Height 17,500 feet.—Cross Marsamik La 18,400 feet. Fuel mostly dung.

3. Rimdi to Tsolu, 14 miles—Height 15,000 feet. Pamzal is about 2 miles off and is where ponies go to graze.

4. Tsolu to Kyam, 12 miles.—Ford Chang Chenmo river twice. In June and July this should only be attempted between 10 a.m. and 4 p.m.

5. Rimdi to Panzal, 14 miles.—Height 14,800 feet. Camp in Chang Chenmo Valley, near river, fuel abundant, 34° 15' N. 79° E. approx.

The great journey of Captain Bower and Doctor Thorold in 1891 led right across these lofty plains for several months. They saw much game and occasionally met nomad Tibetans. There are many large salt lakes. Not many marches north-east of Lhasa the explorers were forcibly turned back, and compelled to take a more northerly route. The whole journey through Tibet was at a height of over 14,000 feet.

In 1895, Mr. and Mrs. Littledale and Mr. Fletcher traversed parts of the same route, crossing into Tibet from Yarkand and reaching to within two days' journey of Lhasa; when checked they turned west by the trade route to Rudokh.

The exploration of Dr. Sven Hedin in 1907 may be said to complete our knowledge of the sources of the Indus, Sutlej and Brahmaputra; he twice crossed the great plains, a second time in the depth of winter and explored the Trans-Himalayas.

The Dipsang, Lingzhithang, and Kuenlun are wide salt plains of lacustrine origin, at an elevation of from 16,000 to 17,300 feet.

Across or skirting them, there are several tracks followed by caravans to Yarkand in the summer.

On the plains and in the adjoining valleys are found the wild yak and the kyang; the latter, however, is more abundant in Rupshu. Tibetan antelopes are found in the Chang Chenmo.

The plains are bordered by mountains rising to about 21,000 feet. These may be considered the eastern continuation of the Karakorum range.

Westward the peaks rise to 25,000 feet and over, and still further, where, termed the Mustagh, there are peaks over 26,000 feet—one "K. 2" being 28,200 feet high. This is now known as Mount Godwin Austen or as Chogori.

The known passes over these ranges are few.

The Chang Chenmo route crosses on entering and leaving the plateaux and another over the Karatagh, and then joins the Karakorum route.

The Karakorum route crosses, after leaving Nubra, the Saser (17,500 feet); then the Karakorum (18,300 feet) between the Shayok and the Yarkand river. At Aktagh the Chang Chenmo route is joined; then the Suket Pass (18,200 feet) to the Karakash river is crossed; and finally, one of the passes across the Kilian range north of Shahdula. In winter the usual Karakorum route turns north-west from Aktagh and across the Yangi Pass.

As a whole the mountainous region of Ladakh is for its height the easiest in the world. The snowfall is little and the snow line is above 18,000 feet. The valleys are silted up, and the rivers often shallow though very wide.

There are many hamlets at a great elevation.

Climbers might well direct their attention to any practicable peaks of the Karakorum, before attempting the far more difficult mountains to the west.

Between the left bank of the Upper Indus and the high middle Himalayas lie the districts of Rupshu, Zanzskar and Suru. A few words must suffice for these.

Rupshu is the highest inhabited country in the world. It is inhabited by the Changpa, a nomad race who live at from 13,500 to 16,500 feet, and even in one or two parts raise scanty crops of barley and peas at 15,000 feet above sea level.

The country has been called "a knot of mountains," for the ranges have no distinct form. Many of the high valleys do not drain at all and contain salt lakes; two of these, the Tsokar, are drying up. The shepherd inhabitants live in felt tents, which they move from place to place, while their flocks obtain a scanty sustenance from the stony valleys and bare mountain sides.

Over these lofty valleys lie the routes from Spiti and Lahoul to Leh, the chief passes on the south being the Bara Lacha (16,200 feet and the Parang 18,300 feet), and on the north the Taglang (17,500 feet).

The trade route (13 in Route Tables) from Kulu to Leh and Tibet crosses Rupshu, entering it by the Bara Lacha Pass. The Leh route leaves Rupshu by the Taglang Pass. The Tibet route, by which immense caravans of laden sheep travel, branches off at Rukshin, thence round to the Salt Lake, and over the Polokonka Pass (16,400 feet) and through the Puga Valley reaches the Indus at Mahiye.

There is a route to Pangong as follows (authority Lieutenant Watts Jones, R.E.) :—

* Rukshin to Pangong, 6 marches—77° 50' 33° 20' Map 64.

1. Rukshin to Salt Lake, 13 miles.—Get yaks at Debring. No supplies can be got. There is bortsa for fuel and grass for the yaks.

2. Salt Lake camp to Puga (camp), 25 miles.—Across Polokonka La (16,400 feet), easy.

3. Puga to Mahiye (camp), 25 miles.—Cross Indus by ford or skin raft from Nimu-mud. One hut. Get yaks from Nimu-mud.

4. Mahiye to Yahle (camp), 18 miles.

5. Yahle to Stato-tso (camp), 9 miles.—Cross the easy usually snowless Stato La (17,000 feet).

*Not recently corrected.

6. **Stato-iso to Shushul**, 12 miles.—Here is a village, height 14,200 feet and join route to Leh *via* Tanktoe (see above).

An alternative route from Shushul to Chang Chenmo goes *via* Kur-nak—(Ward):— $78^{\circ} 35' 33'' 35''$ N.

1. **Shushul to (camp)**, 14 miles.—Go east to Pangong Lake and ascend to foot of pass.

2. **Camp to Camp by Pangong Lake**, 9 miles.—Cross any easy Pass. Sometimes no fresh water here.

3. **Camp to Dongure**, 13 miles.

4 and 5. **Treakpu Kurbo**, about 40 miles up the Changung Yokma, then up the Mipal loomba. No supplies anywhere.

SHAYOK AND NUBRA.

The upper Shayok may be reached *via* Tanktse, crossing the Changla, which is the easiest of the passes north of the Indus. A new bridle path has been constructed *via* the Changla to Shayok village, thence up the left bank only used in winter by caravans. There are direct routes from Leh to Nubra by either Diger or Khardong Passes.

The following route by the Diger Passes is usually passable at all seasons and has less snow than the Khardong but the road is not kept so well.

1. **Leh to Camp**, 11 miles.—Skirt mountains east of Leh. Four miles on is Sabu; then steady easy ascent up nullah. Camp near dak hut, fire-wood in late summer; height 15,000 feet.

2. **Camp Diger**, 25 miles.—Steep zigzag, ascent 2,000 feet. Snow on both sides of Diger La or Lasman La (map). Easy descent to village Diger; height 13,500 feet.

3. **Diger to Khalsar**, 25 miles.—Long descent to Shayok, follow down left bank, join Khardong route.

KHARDONG ROUTE.

1. **Leh to Sumbog**, 11 miles.—Good bridle road, steady ascent all way. Camp, also shelter but higher up, about 3 hours' ascent, 15,000 feet.

2. **Sumbog to Khardong**, 16 miles.—Steep ascent $1\frac{1}{2}$ hours partly over snow (till August) to Pass. 17,400 feet steep descent sometimes dangerous from avalanches, 1,500 feet to return, then gradual down rocky, then grassy valley to village. Camp in enclosure where willows, close to serai.

3. **Khardong to Khalsar**, 9 miles.—Steep down narrow gorge to Shayok, 2,500 feet in 5 miles, then along left bank, 4 miles, to stage Khalsar where there is good shade and village.

4. **Khalsar to Tagur**, 14 miles.—Along Shayok, sandy, at 3 miles cross suspension bridge to right bank, 3 miles to pretty village Tirit; then turn north; up Nubra valley; sandy maidan with thorn bushes, &c., then more extensive cultivation, Kialzung and Summur. Tagur is the chief village. From the Santaling Gonpa a fine view. This is an interesting monastery of yellow Lamas.

5. **Tagur to Panamik**, 12 miles.—Cross sandy and stony maidan with one or two villages and straggling cultivation. Ford some swift side-streams. Panamik a pleasant place, and fine view. Hot spring at source 150° F., in baths 120° F.

The stages from Leh might be first day Khardong, second Tirit, third Panamik.

6. **Panamik to Camp Umiung**, 15 miles.—Through cultivation for some miles, then stony and sandy plain, 9 miles, cross Tillam Buti river; up a well graded zigzag over the cliff at entrance of nullah, then descend to the river at Umlung where a cramped camping-ground, 15 miles from Panamik; then 6 miles up right bank cross bridge, 4 miles on to camp Tutiyaik near foot of Murgistan Glacier, 1½ marches, 22 miles. The old road over the Chanlung joins about 4 miles up the nullah. In 1908, Captain Oliver and the author explored the Murgistan Glacier height of over 20,000 feet. For rest of route see Route Tables.

The **Nubra Valley** is open, being from 2 to 3 miles wide and is bounded on the east and north by gigantic snow peaks. Supplies are abundant, and it should be a good sporting ground for ibex as well as guruhel. In 1897 G. W. Millais, G. Tyndal-Biscoe and the author explored the narrow ravine east of Panamik, camping at 29,000 feet, and ascending a peak of 21,000 feet (boiling point observations). The main Saser range has three peaks of from 24,000 to 25,100 feet. The highest of these would be best attacked from the main route to Yarkand, camping at Changposhi, and then selecting one of the ridges leading south-east. But the mountains are steep, and the ice cap formidable. Dr. Longstaff, Lt. Slingsby and the author discovered in 1909 a great glacier lying north of Saltoro Pass (35° 30' N., 76° 55' E.) originating near Mount Gasherbrum and going east; Dr. Longstaff subsequently ascended from Nubra and proved it to be the Sia Chen Glacier, and the biggest known glacier in Asia. This has since been explored by Mrs. Bullock Workman and thoroughly mapped.

Dr. de Filippi and a party of experts made a thorough exploration and study of the sources of the Shayok and Yarkand rivers during 1914.

The stages up the Nubra from Panamik are—

1. **Kimi, 15 miles, 7 hours.**—Cross bridge at 5 miles to Kuvet then up right bank, chiefly through cultivation. Arano, 2 hours, then 2½ hours along hill side. Good path.

2. **Kimi to Gonpo, 3 hours, 8 miles.**—Pass villages Nyungsted Zangsar, and ford some swift snow torrents. The monastery called Gonpo is the furthest inhabited place. Pilgrims visit it every third year. The “heavenly light” described and theorised upon in former editions of this Guide Book resolved itself into some bright coloured patch of lichen on a grand flat granite cliff, part of which looks strangely like a Buddhist chorten. Suggestion does the rest. Beyond Gonpo the route up the valley is only possible quite early or late in the year when the river is fordable.

1. Returning it is 1 march, 10 hours from Gonpo to Kuvet.

2. Thence to Charasa, about 13 miles, 8 hours.—Most of the way a fair path along the hill side, and the last few miles on the flat, with grass, sand and cultivation. The limestone knoll with old castle and monastery is very picturesque.

Nubra to Khapallu (compare details on page 168).

3. **Charasa to Mondari, 18 miles.**—Sandy path down valley to Shayok, 6 miles, then rough path along cliff for 8 miles, impassable for laden animals when river is full, when 10 miles along sandy banks. A trying march, no drinking water; 10 hours. Camp at village, can sometimes cross by skin raft to left bank.

4. **Mondari to Unmaru, 8 miles.**—An easy path for 5 miles, then loose sand 2 miles. Time 3½ hours.

5. **Unmaru to Waris, 17 miles.**—Rough path; one bad bit of cliff path leaves the river, ascend into a side nullah where Waris is.

6. **Waris to Biagdangdo, 9 miles.**—Up over a pass 14,000 feet, then steep descent to another side nullah and follow down to Shayok village at junction.

7. **Biagdangdo to Turtok, 16 miles.**—Down right bank pass Chalanka two-thirds of way, cross bridge.

8. **Turtok to Prahnu, 12 miles.**—On left bank, cross at stage to right.

9. **Prahnu to Payan (Paxjain map), 12 miles.**—On right bank a good deal of cultivation. Cross at Saksa, join Chorbat route (see page 168).

10. **Payan to Lanka, 13 miles, 6 hours.**—For detail (see page 168).

11. **Lanka to Khapallu, 11 miles, 1½ hours.**—Gradually ascend round hill and reach plateau, thence 5 hours on, last half hour descend to villages, camp near Raja's lower house.

N.B.—In 1912 a pony road was completed on the left from Tiri bridge down to Khapallu.

In going to Saltoro, the ferry is at Sirmu, half-way from Lanka to Khapallu, but take the lower road along the river.

In winter the path is under the cliffs instead of over them, and at times it is right along the frozen river.

Longstaff made a pass from Goma in the Upper Saltoro, by the Chuanang Glacier to Chulunka; it was difficult for coolies.

ZANSKAR.

South-west of Ladakh lies the wild glacial region of Zanskar. The only inhabited portions of this district are generally narrow ravines of the Zanskar river. The population is very small, probably not more than 2,500 people.—*Drew*.

The climate is very rigorous; more snow falls and fiercer winds blow than in Central Ladakh. Trees are very scanty even at the villages, and are unknown elsewhere. With difficulty are the crops ripened. Communication with the outer world is almost cut off during most of the year. There is only a very difficult and circuitous route even to Leh.

Most of the passes to Lahoul, Padar or Suru are rough and laborious. The Shingkun Pass to Lahoul is not very difficult and from July to October is crossed by laden ponies. The Pense Pass into Suru is the easiest (p. 208).

Zanskar to Kishtwar, see below.

Do. to Leh *via* Lamayuru, also see below.

Do. to Lahoul, see route 15.

Do. to Kashmir *via* Suru, see route 15.

An interesting circular tour would be to go from Kashmir by Wardwan, Suru and Rungdum to Zanskar, returning by Wan La, Lamayuru and Kargil (see pages 131, 149, and Route Tables).

ROUTES INTO KASHMIR.

KISHTWAR TO ZANSKAR VIA UMASILA, JUNE—JULY 1907.

By W. S. TALBOT, Esq., I.C.S.

(1) Kishtwar to Bhagna, 5½ hours.—(The times given unless otherwise stated in all cases allow for walking, going easy, with numerous short halts but no long ones). Path for first 2 or 3 miles edges up the long spur which divides Kishtwar on the east from the Chenab valley, a considerable but very gradual ascent to the corner, where one gets at once into thick broad-leaved forest, with fine views up the valley. This continues for the rest of the march, with a couple of small villages at intervals, good water about ¾ds through the march.

Camp at about 6,000 feet on cultivated land; good water. Flies troublesome.

(2) **Bhagna to Piyas**, 3 $\frac{1}{2}$ hours.—The path much the same as on previous march, a good bridle-path keeping a great height above the river, constantly ascending and descending to cross stream or get round spurs and often very steep. One village passed—Galhar. Fine waterfall near end of march. Camp on a broad terrace on the hillside, small village (and other camping place) a little up the hill, about 6,200 feet.

(3) **Piyas to Shasui**.—Time not noted, but about the same as the last march. The path becomes bad on this march, a percentage of it consisting of wooden galleries carried along cliffs high above this river; the galleries fairly rotten and broken away in places; (I understand that the path has been repaired since, and that the Forest Department are now making a new one low down by the river). Plenty of good water on this march.

Another camping place at Lidvari, 3 miles or so from Piyas; very cramped with a noisy waterfall a few yards away.

Path is up and down, mostly steep, all the way. The chilgoza, or edible pine, in considerable numbers. Views are very fine on this march, especially the first part, though the Brahma peaks keep out of sight all the time.

Camp at Shashu, about 3,900 feet, not much above the river: it is far from roomy. Tahr are numerous on the hills across the river, and can generally be seen opposite in the evening.

(4) **Shashu to Gulabgarh**, 5 $\frac{1}{2}$ hours.—The first part of the march the path is bad, as on preceding one; about half-way the valley opens out and the path is again a good one; emerging soon afterwards into terraced cultivation, with a number of small villages. Last few miles over glaring river sand in a hot sun.

For first three hours no drinkable water, the only big side-stream being crossed by a bridge 276 feet above water-level. After that water is plentiful and good until the cultivation begins.

The last village passed is Atholi, police station, dispensary, post office.

Chenab crossed by a good cantilever bridge. Camp near Tahsil office on a sandy maidan at junction of Chenab and Bhutna rivers. A very windy place. Height about 6,000 feet.

(5) **Gulabgarh to Chashoti**, 5 $\frac{1}{2}$ hours.—A good rideable path. Cross Bhutna river by good bridge at the start. Three very fine deodars by Matti village close by; first few miles through steeply terraced cultivation, then thin forest, cross and recross the stream by fair bridges, passing some good waterfalls, and so to small village of Chashoti. Camp at about 8,000 feet under some fine old poplars. An easy march with a steady but gentle up-hill gradient, fine views, and plenty of good water.

(6) **Chashoti to Dangel.**—A very short and easy march of about 4 hours; path not so good but still rideable. Machel is passed after crossing tributary torrent from the west. There are the winter quarters of the military guard over the Sukcham sapphire mines. The small villages above this (Luseni, Dangel, etc.) are Buddhist.

Camp at 9,200 feet at edge of dense forest of firs and birches, near mouth of Danlong nullah. The hill above Machel and all along to Dangel is part of sapphire mine area in which no one is allowed. It is also a sanctuary for ibex.

(7) **Dangel to Bujwas.**—A short march of $4\frac{1}{2}$ hours, easy going. Coolies are taken through from here to Zanskar, 4 marches, and as they only carry half loads on the pass a good many are required.

One hour to Jashiari, a small hamlet: $\frac{1}{2}$ hour more to Sukcham, its last village usually called Samjam. It is only one house, with a hole under a rock for the sepoys. The mine is far up the steep hillside to north, and on June 22nd was still under snow. After Sukcham the valley opens out and forest disappears. Camp on a broad grassy maidan at about 1,500 feet, plenty of birch fuel. A very fine peak opposite and a circle of snows up the nullah.

(8) **Bujwas to Bigjani.**—A very short march of $3\frac{1}{2}$ hours, but steep, after a mile or two up the broad Bajwas nullah, the path turns to the left and zigzags up the steep side of a branch nullah; after 1,000 feet or so the nullah opens out into a wide basin; afterwards ascent is easier though still fairly steep, only occasional snow.

The proper halting place, being still deep in snow, camped about 500 feet below at about 14,500 feet in a very cramped place with snow around and an icefall of a big glacier alongside. Not much shelter for coolies. Fuel of course has to be brought up from below.

(9) **Bigjani to Gahaura,** $8\frac{1}{2}$ hours, but this was unnecessarily long as having no one who had crossed the pass this year, I took the wrong way, and wasted much time. Coolies followed the same route and took nearly 12 hours.

At start a steep climb of 500 feet to the usual camping-ground, thence a mile or two easy going over a broad glacier filled nullah (deep in snow). From head of nullah, at about 15,300 feet very steep ascent up snow-ice, slope for about a thousand feet, thence a steady grind of about 2 hours to top of Umasi Pass (reached about 5 hours out) over snow fields, height 17,370 feet.

About 1,500 feet down steep slopes of soft snow, then some miles of gradually falling snow fields, and about 4 miles on over a confused jungle of fallen rocks to Gahaura (tahsil Kargil).

Camp at 13,500 feet; bortsa fuel; a good spring befouled by previous travellers.

Most of the servants and some coolies knocked up with snow sickness in crossing the pass.

The alternative path on the south side of the nullah above Bigjanii should be easier.

(10) Gahaura to Atingi, $2\frac{1}{2}$ hours.—A fair path down the nullah, which bears a certain amount of dwarf willow and other vegetation. Emerged into the wide Zanskar valley a mile across at the bottom, with a roomy and grassy camping-ground. The village is a small one at about 12,000 feet.

Rock pigeons are fairly plentiful and useful as murghis are unobtainable in Zanskar (fowls and eggs are also practically unobtainable in Padar).

(11) Atingi to Kishrak, which is close to Padam, the old capital of Zanskar, now in ruins. About 18 miles, easy going all the way, mostly alongside the river, but the last part is over a bare plain, stones and sand and would be tedious walking. A fairly big gonpa at Saini half-way; hills bare and unattractive. Rather a strong side stream crossed after Sani; should be crossed fairly early in the day. It is sometimes bridged. Camp at 11,750 feet. Strong wind in afternoon, usual in Zanskar as in Ladakh. Baggage on ponies.

(12) Kishrak to Tongde, a very short march of $2\frac{1}{2}$ hours or so riding partly. Cross Nunak river by an easy jhula at the start. Rest of march over bare stony slopes. Camp 11,400 feet. Small village and gonpa.

(13) Tongde to Zanglah, $4\frac{1}{2}$ hours on a very slow-walking pony. About a mile near end of march is not rideable, where the valley closes in and the path gets on to a precipitous hillside for a time.

Camp about 11,400 feet. The village is rather a large one. The descendant of the former Rajas of Zanskar has a good house here (Zanskar is pronounced "Zahar" locally).

(14) Zanglah to Namtse, about 5 hours; a few miles down the main valley, then turn up a side nullah, very steep for 1,000 feet, after that much easier, and mostly rideable. Top of pass Namtse La, about 14,700 feet, $3\frac{3}{4}$ hours out; no snow.

Camp about 1 hour on by gradual descent 13,500 feet, plenty of willow bushes for fuel and good water. A cold place. No village.

Burhel are very numerous around herè, but good heads scarce.

(15) Namtse to Bangtse (Tahsil Ladakh). Short march, difficult for ponies, in parts, but mostly easy. About $2\frac{1}{2}$ hours.

Camp at about 13,000 feet. Plenty of fuel. No village.

(16) Bangtse to Nirak, 4 hours crossing Tiktik La, 15,966 feet. Path up bed of right-hand branch of nullah above camp for a bit, then steep zigzags uphill side, crossing the ridge into left-hand branch at about 15,000 feet. From here one sees the pass straight ahead. Slight descent, then steep zigzags, gain the top where the next pass Singhe La appears straight in front with a fine peak, Z4 at its side. Easy descent to Nirak, a small hamlet included in Gulchung village at about 12,250 feet. Good house owned by an astrologer; some fair-sized pencil cedars in ravine above.

The pass is very easy one, though steep on the Bangtse side; very little snow.

(17) **Nirak to Manechan**, 6½ hours. Straight down the hill to the river crossed at 10,819 feet by a good bridge. The river here runs in a fine rocky gorge. Up the other side very steep for 2,000 feet, cross a spur, descend a little, and rise gradually to Yulchung 12,735 feet, a fairly large village (2½ hours from camp). Steep ascent of 1,000 feet and after that gradual to the pass (Singhe La 16,601 feet), hardly any snow on south side, but a considerable patch of steep snow on the north (4½ hours out).

After the snow is quitted there is a gradual descent to the camping ground, Manechan, about 1 hour on. This is a roomy plain with some fine hills around, plenty of brushwood for fuel. About 14,500 feet and cold at night. Baggage, on yaks, took 9½ hours.

(18) **Manechan to Spangthang**, 4½ hours.—Easy going up and down over old moraine for about 2 hours until a low spur is crossed, and Fatoksar village comes in sight; path descends a little way to the village crosses the stream, and rise very gradually to the pass. (Shirshir La, 16,372 feet), reached in about 4 hours from camp. Good path, nowhere at all steep, except this short final ridge. No snow on either side.

Spangthang is ½ hour further; (the usual halting place would be Hanupatta); camp about 15,250 feet; no fuel on the spot but can be got further down the nullah.

(19) **Spangthang to Wanla (Phanjila)**—1½ hours to Hanupatta, a poverty stricken hamlet of Wanla at about 13,000 feet. Yaks can go no further and are changed here for coolies. Rather poor path to Phanjila crossing and recrossing stream by small or rather sketchy bridge. About 2½ hours from Hanupatta, 11,000 feet.

(20) **Phanjila to Lamayuru**.—Passed the main village of Wanla, 1½ hours, a picturesque place with gonpa on a high spur. Turn by nullah to left through Sailla (also part of Wanla), then up a small ravine to west in about 1½ hours to top of the small pass Prinkiti La, 12,500 feet by Guide Book, but seems less. Ascent very gradual; final ridge fairly steep on both sides; easy descent to Lamayuru about 1 hour.

N.B.—Native travellers are strictly searched before and after passing the sapphire mines. None used to be allowed to take over Rs. 32 without a pass from the Naib-Tahsildar of Padar.

At Lamayuru the main road to Leh is joined, see page 132, thence it is half stages.

Suru map 45 S. W. approx. 76° E. × 4° 38' N.

Suru is a collection of hamlets scattered over an area 4 miles long and a mile or so wide.

The main path north leads to **KARGIL**, along the river. If going to Leh one could go by Kurtse and Sapi to Shergol (see above page 131) or by Kinor bridge to Paskyum (see above) or by Rangdum and the Kangi La to Lamayuru, page 210, or by Zanskar; to Kashmir the choice of routes is (a) by Kargil, (b) by Umba La (see below), (c) by Wardwan (see next page).

To see or to climb Nun Kun mountain cross the low spur in the bend of Suru river by the Parkachik La, a magnificent view; go to Gulmatonga or Rangdum, cross the Suru river where fordable (according to season), ascend the Shafat Chhu nullah and glacier. The author explored to 18,000 feet in 1902; he was followed by Mr. Sillem, who ascended to 21,000 feet and discovered the snow plateau between the four high peaks; then Dr. H. and Mrs. B. Workman followed and climbed a peak estimated 22,840 feet at the east, and called it Pinnacle Peak. In 1914, Count Calsiati ascended Kun Peak, the highest rock peak, over 23,000 feet. The Dome Peak or Nun, has not been attempted; it is 23,410 feet.

Another climb is from Tongal, 8 miles south of Suru; and one can choose either the Tongal nullah or one a couple of miles east; both paths join at the Sentik La, 16,500 feet. Then one climber's route goes on across the Barmal glacier and pass 17,000 feet, and round east, another down the Bod Zojnai nullah and another turns due west down the Barmal glacier to the Bhotkhol nullah, and joins the main route to Wardwan. The author climbed D. 41 (21,000 feet).

There is a direct route from Shergol (on the main route from Leh to Suru. Map 45 N. W. and S. W.)

1. **Shergol to Sapi**, 12 miles, 8 hours.—Steady long ascent nearly 10 miles to pass 14,500 feet; easy, fit for riding; $2\frac{1}{2}$ miles down to hut.

2. **Sapi to camp in Kartse Valley**.—Cross stream and ascend south to the Rusi La, easy pass over 16,000 feet. Grand view to Nun Kun from top. After a drop of 2,000 feet choice of routes to the valley still 2,000 feet below. The left and easier descends to Barto, the right to Barso. The former about 14 miles or 8 hours from Sapi. The latter about 20 miles or 10 hours from Sapi, being 7 miles lower down the valley.

3. **Barso to Suru**, about 17 miles or $8\frac{1}{2}$ hours.—Descend valley to Kartse then rise about 2,000 feet over a spur and drop steeply to Suru valley. Cross to left bank by a bridge above Sanku.

NOTE.—If route by Barto, then 3rd march to Sanko, 14 miles; 4th march to Suru, 10 miles.

The Suru valley is wild and picturesque, but barren from Kargil to Sankho or Sankhu where it opens out; and owing to a greater rainfall the hill sides are somewhat greener. Wild

roses and other flowers are seen, and there is good pasturage in the higher valleys.

On one or two occasions when the bridges at Kargil have been swept away the traffic has been diverted 14 miles up the Suru river to a bridge at Kinor 1 mile below Tsalis Kot; and thence descending the right bank to Tikse, 8 miles (passing Sartse and Zakartang), here turn up steep side to Chuskor, ascend 1,000 feet, cross side stream and ascend spur to left 1,000 feet, thence along slopes of mountain immediately overlooking the great plateau between Kargil and Paskyum to the latter place, camping near bridge above village; 17 miles from Kinor.

There is a direct route from Sanku, 2 marches south of Kargil in the Suru valley, to Dras.

1. **Sanku to Umba**, 8 miles.—A bad road $3\frac{1}{2}$ hours, fording stream half way.

2. **Umba to Dras**, 18 miles.—A double march. Steep ascent 3,500 feet to Umba La, 14,800 feet, easy descent to grassy valley, a camping ground two or three miles on, but no supplies; then easy ascent to Lamagus La, 14,000 feet, overlooking the Dras Valley, to which a long 21° gradual descent about $2\frac{1}{2}$ hours. Total time, 10 hours. The path is difficult early in the summer, or after snow.

It is described in Wilson's "Abode of Snow" as if it were an Alpine feat.

Author with ponies went from Dras to Umba, in July; it took ten hours marching with halts.

Going from Dras it is $3\frac{3}{4}$ hours to top of first pass, $\frac{3}{4}$ down, $1\frac{1}{2}$ hours in grassy valley, $\frac{3}{4}$ hour, steep ascent, $1\frac{1}{2}$ hours steep descent to Umba village, allow 1 hour halts en route, total 10 hours.

KARGIL TO KASHMIR VIA SURU AND WARDWAN.

Kargil to Tsalis Kot, 15 miles, 8 hours.—Take ponies through to Suru. Path very rough over moraines; supplies scanty.

2. **Tsails to Kot Sanku**, 10 miles, $4\frac{1}{2}$ hours.—Two miles rough, rest of road better. Large scattered village at Sanku opposite the fertile Kurtse valley. Good camping ground with shade. Supplies plentiful. Path to Umba La starts west from here (see also above).

3. **Sanku to Suru**, 15 miles, 2 hours.—One hour along valley, then over stony spur, with ruined castle, and steep staircase. Then rough path by river and along face of cliff to a village, $1\frac{1}{2}$ hours picturesque gorge, a bridge to opposite bank. Wide bend round corner to west, then again south rather stony; get distant view of Nun Kun. Finally $1\frac{1}{2}$ hours on level with grass past scattered villages, cross a side nullah, choice of camps. Shade at polo ground, or near the Thana, total time 8 hours for coolies. Rest-house not habitable. A collection, of hamlets, supplies, fowls, eggs, ghi, sheep, &c. Near village is Captain Christian's grave. Engage

coolies through to Suknes, to which there are two distinct routes. Take 4 days' supplies. The path is seldom fit for ponies. Route A. early summer.

4. **Suru to Donara**, 10 miles.—Road very rough, the track carried away in places; Donara or Gyalang Kor on small plain; good camping-ground. Fuel close by; no supplies. Height 12,400 feet.

5. **Donara to Camp below Bhot Khol Glacier**, 10 miles, 8 hours.—Road turns south two miles foot of pass, ford shallow streams. One mile steep ascent over ice and rocks (to 14,400 feet). Bhot Khol Pass first summit 600 feet ascent, $\frac{3}{4}$ mile fairly level over deep snow, soft in places, to second summit, then very steep descent, zigzag on snow; 4 miles in valley along the main glacier, then good path to the camp E. $75^{\circ} 54' \times 34'$. No supplies but wood. Cross the pass early in day. In 1902 Rev. C. E. Barton and the author discovered that the Barmal Glacier which ends in the Bhot Khol Glacier comes all the way from Nun Kun, an average width of one mile, and total length of 15 miles. At times there is a variation in this route descending from the summit of the Pass to Sagar Nar, $2\frac{1}{2}$ hours along ice and moraine, then $\frac{1}{2}$ hour's descent to Kanital, and $\frac{3}{4}$ hour on to camp, rejoining the other route.

6. **Camp to Wompot**, 12 miles, $7\frac{1}{2}$ hours.—Easy descent in Bhot Khol nullah, road generally good and fairly level but somewhat slippery and in places over snow (in August), then ford the river, sometimes difficult about 10th mile, an ascent sometimes slippery, camp by birch forest. The fords are extremely difficult at times, and it is usually best to cross on the snow at the glacier, and deep down the left bank. About 2 miles on is Wompot, a large plateau usually occupied by goatherds, 11,300 feet.

7. **Wompot to Suknes**, 10 miles, 7 hours.—Rough and slippery for four miles through birch forest. Grand scenery, turn abrupt corner. Then cross wooden bridge, rest of road fairly good. A village; scanty supplies. From here a path to Sona Sar (Lidar Valley) 12 miles climb (see page 91).

Route B. Late summer, when Bhot Khol crevasses are bad.

4. **Suru to Sirimarg**, 15 miles, 10 hours.—To Donara as above, then keep up due west. After much rough ground upland valley opens out. Camp near foot of terminal glacier. Height 13,700 feet. A bransa for coolies. Fuel scanty.

5. **Sirimarg to Camp in Bhot Khol Valley**, 12 miles, 10 hours.—About 500 feet up glacier and moraine, then to left, steep up rocks, and again to left on easy snow slope to Pass, 15,500 feet. Yurangshan Pass or K. Gujighar, $75^{\circ} 49' E$. Steep rock descent to moraine 1,000 feet, bransas at Khelaho and Sekaho, easy descent to Morse Khol, and finally a second steep and often slippery drop on to Konnag in the Bhot Khol. This pass is some 6 miles west of the Bhot Khol Pass. Here join Route A.

6. **Camp to Suknes**, 15 miles.—Two miles on right bank, enquire ford from goatherds, at times dangerous, then cross, ascend to Wompot Marg, and as in first route, 7th march.

7. **Suknes to Inshin**, 18 miles, 8 hours.—Several steep ups and downs, generally downhill. Pass village Basman, broad fertile valley; supplies plentiful.

8. **Inshin to Suknes**.—Do not cross stream, but keep on right-hand side all the way to Suknes.

9. **Inshin to Camp**, 10 miles, 5 hours.—Very steep ascent, then better along slope; in places rocky ascents and descents. Usual camp Lutharwan some 3,500 feet above Inshin, where firewood is difficult to find. Better cross Pass and descend to Gujars' huts about 2,000 feet down. Total about 8 hours, 18 miles.

In this case next march omit Gauran and march to Nowboog, 9 miles.

Coolies should be taken through from Inshin to Nowboog, or Shangas. The direct pass from Nowboog to Achchibal is the better and easier.

10. **Camp to Gauran**, 10 miles, 5 hours.—Slight ascent over boulder and marshy land to summit of Margan Pass, 11,500 feet. Steep descent, rough road, about 2,000 feet. Then easier down valley through forest, 2 hours to Gauran first village, rather hidden by trees on left bank where valley first widens. Supplies include potatoes and honey.

11. **Gauran to Shangas**, 15 miles, 6 hours.—Road level and good, 7 miles to Nowboog, large village. Plentiful supplies, then ascend to Hookins Galli. Undulating path—good usually, but slippery in wet weather, miles through forest. Shangas a big village, good camping-ground under chenars. Supplies plentiful.

12. **Shangas to Khanabal**, 12 miles.—One path goes via Achchibal, to which there is also a direct path from Nowboog. Thence 8 miles to Islamabad, and 1 mile on to the rest-house and boats at Khanabal (see page 82).

N. B.—The Bhot Khol Pass is rarely practicable for ponies, and is difficult for them. The advice of the Suru people should be followed in this point. In winter, avalanches sweep the nullahs on the Wardwan side and are a danger. A few years ago the ill-fated camp of Dr. Genge was buried under an avalanche.

In the above route, Suknes and Inshin are in the upper part of the beautiful Wardwan valley. A rough path leads down the valley from Inshin to Marau, the chief village, 24 miles. The nullahs on the east used to be good ibex ground, but the intrusion of goatherds has driven away the game to less accessible parts, over the great range.

Following down the valley it is three rough marches to Kishtwar (see below).

I have not been myself, but am told that from Marau there is a rough path on the right bank in three stages *via* Sarwa

spur and Nanzil, joining the Kashmir Road a few miles above the bridge over the Wardwan river, thence about 7 miles on to Kishtwar.

KISHTWAR ROUTES.

The bridle road to Kashmir is given on page 84.

KISHTWAR TO RAMBAN—SIX STAGES.

This joins the main road from Jammu to Kashmir at Ramban; one path follows the left bank of Chenab. Another crosses ridges on right bank.

1. Path crosses the rivers Chandra-Bhaga and Wardwan, 5 miles along the Kashmir road, then ascends the spur opposite to Keshwan, 7 hours' quick walk.

2. To Brut, 15 miles, crossing two ridges.

3. To Doda, 15 miles, descending two hours, then cross a ridge and descend to large village; on the opposite side is a path to Chamba, via Bhadarwah.

4. To Kastigarh, 10 miles, steep climb at end.

5. To Rajgarh, 12 miles, long ascent and descent.

6. To Ramban, 16 miles, several ascents and descents, hot and tiring.

KISHTWAR.

Most parts of the Kishtwar district are scantily populated. The mountains are steep and rocky. Below 9,000 feet there are forests of pine and deodar, also oak at lower levels. The rivers flow in deep gorges, and the paths are difficult. The plain of Kishtwar, with its many villages, and cultivated, gently undulating ground, affords a pleasing contrast to the surrounding mountain wildness.

The town, which possesses a post-office and dispensary, is very small and dilapidated. Formerly there were independent Rajas of Rajput descent. The hillmen of these districts are allied to those of Chamba, but many of them are Muhammadans and some Kashmiris have settled in the large villages and intermarried with Kishtwaris. There is a new road from Batoti to Kishtwar. (For Chamba to Kashmir see Route 10).

CHAPTER XI.

BALTISTAN.

BALTISTAN bounds Ladakh on the west and extends for 150 miles on either side of the Indus. It is a wild district, with lofty mountains and deep valleys, all of which drain into the Indus. Most of the villages are situated either on the Dras river, the lower part of the Shayok, the Shigar or the Indus itself. The chief town is Skardo, after which the whole province is often named, where the Wazir-Wazarat resides, in the winter, and where there is a post and telegraph office. Shigar is another populous place, one march from Skardo, while Khapalu is the capital of the Lower Shayok. On the north the province of Skardo is completely shut off from all communication by the mighty Mustagh Range. But with Ladakh, Kashmir and Astor there is intimate connection and constant traffic.

Until conquered by the Sikhs under Zorawar Singh, Skardo was the capital of a Muhammadan Raja, whose descendants still retain the title. At one time the Skardo Rajas ruled a large territory, and even conquered Chitral. The chenar trees by Chitral Fort were planted by one of them. The Rajas of Kharmang, Khapalu, Shigar, Skardo, Rondu, Astor, Hunza and Nager, are all descended from an early Raja of Hunza, and these families intermarry. This did not prevent constant internecine warfare until the Sikh conquest.

Most of the inhabitants are of Tibetan origin and speech, differing not greatly in appearance or language from the Bhots of Ladakh; but they are a rather taller race, and have been modified physically by intermarriage with their neighbours, the Dards, and in social habits, by their adoption of Muhammadanism. The upper classes are distinctly Arvan.

They are polygamists, and for this reason the country tends to become over-populated. The quantity of cultivatable land

is limited by the possibility of irrigation. This has been most laboriously extended along precipitous hill sides, but thousands of Baltis yearly emigrate in search of work to Simla and other parts of the Himalayas. They are a sturdy, willing people, pleasant to deal with and rather independent.

They wear woollen skull cap, coat and pyjamas, with boots of strips of untanned skin. Their heads are shaved, except at the side and back, and from under the cap straggling elf locks fall over the neck. Some few of the higher parts, as around Dras, are partly inhabited by Dards, called Brokpa or Highlanders. These also are Muhammadans and of the Shia sect, but in Shigar and Khapalu many belong to the Nur Bakhsh sect. The whole population is considerably over 50,000 persons.

The chief route to Skardo is that by the Sind Valley and Dras.

At Dras arrangements should be made for supplies, except milk, fowls and eggs which can be obtained at each stage, as also coarse *ata*.

The Skardo route diverges from the main Ladakh road at Kharal suspension bridge, by the junction of the Dras and Suru river.

Ninth march—Kharbu to Olthing-thang, 24 miles.—The new bridge is 90 yards span, Kharal 12 miles, then Gangam $3\frac{1}{2}$ miles. Old gold-digging passed.

Gangam, a village of 20 houses, good shade and water and cultivation. Then 1 hour stony path to opposite Belargo, a pretty village. Fine granite ridge above on right 2 hours on with one ascent of about 200 feet. then descent to stream below Olthing, then 20 minutes up through hamlets and fields to rest-hut. A cleaner camp on small terrace might be got 5 minutes further on and below path. Water should be boiled. Time, 8 hours, coolies 10 hours. Steep ascent at end, difficult for laden ponies.

Tenth—Olthing-thang to Bagicha, 15 $\frac{1}{2}$ miles.—The bridle road keeps high above Suru river and ascends slightly to corner above junction with Indus, 1 hour, then steeply down $\frac{1}{2}$ hour to Indus in a narrow gorge, 150 yards wide, then $\frac{1}{2}$ hour on to hamlet Mashang, good water; the old road then ascended over cliffs, but a new road keeps low down, built up or rock-cut for 2 miles. Pass very fine waterfall. At Tarkati a pleasant shady camp near river, large village, fair supplies, good water, 3 hours, coolies 4 hours.

At mile 23 from Kharal ascend 600 feet and cross a small nullah village skirting one hour; then steep stony descent to river, $\frac{3}{4}$ hour to village Gidiaksdo, where shade, water and possible camp; at mile 26 over a zigzag parri, at mile 29 village Bagicha, good shade and water.

Eleventh—Bagicha to Tolti, 16 miles.—20 minutes on to patch cultivation Bondoko, then one hour stony hot road to Kharmang, in a deep gorge last mile sandy, wretched rest-house on left bank near rope bridge, no shade, grass, nor water. All supplies are brought across the bridge (span 90 yards). The Raja's house is picturesquely situated on the right bank nearly a mile from the bridge, and across a side stream. The old castle is ruinous. Raja Aman Ali Shah of Kharmang has a wide district from the Shingo river below Dras to Parkutta, and up the Indus to Urdas. The next nullah on the right bank is reserved for his shooting: a path leads up it to the Ganse La, and so across to Khapalu; it is 2 days hard going (see page 166). From Kharmang, a mile to a corner where Indus breaks through a rocky gorge; formerly a great moraine, probably from Ganse nullah, must have blocked the river here. There are fierce rapids. The path turns west for 1 hour to Mahri Do village; then again bends N.-W., again cultivation; then long stony bends, with one ascent, and again to left and down to Tolti. A small rest-house; or $\frac{1}{4}$ mile further a good camping-ground by the polo ground, 45 miles from Kharal. It is pretty village, but in the winter never sees the sun.

Twelfth—Tolti to Parkutta, 14 miles, 5 hours, coolies 6 hours.—At first some cultivation, then a short bare stretch, then the fertile fields of Kamango, gradually ascending, note the great erratic boulders of the former glacial epochs. Six miles from Tolti pass under a great cliff, turn west, and after 2 miles more reach a series of hamlets Ghori, Shordock cross a small river by a bridge $\frac{1}{2}$ mile up, or ford, then villages Mantaka, Rasan. The fertile fields stretch for 3 miles. Then turn north at mile 56 along a small parri, soon reach cultivation, thence $\frac{1}{2}$ hour on to Parkutta village, and rest-house on a rock 58 miles from Kharal.

Thirteenth—Parkutta to Gol, 14 miles, 5 hours, coolies 6 hours.— $1\frac{1}{2}$ hours through cultivation, then $\frac{3}{4}$ hour undulating reach fine village Sirmik, 20 minutes to small side stream; then turn more north through village, pass mile 65, at mile 66 a short rocky parri, and a sharp bend of the river in a water-worn gorge; path scaffolded and built up under cliffs. At 10 miles from Parkutta a ferry crosses to right bank of Shayok confluence below Kiris, which is seen as a fine stretch of rich cultivation for some miles up that valley. For Gol one keeps on round a corner for 2 hours to Gol village and rest-house; $\frac{1}{2}$ mile further is a better camp near a side stream with a good spring.

Fourteenth—Gol to Skardu, 21 miles, coolies 9 hours, pay 10 annas— $\frac{1}{2}$ stages.—Ascend little beyond the village, then stony and bare, $2\frac{1}{2}$ hours to opposite Narh $\frac{1}{2}$ hour to bend of river; well built up path, 1 hour on to cultivation and trees. Torgum, 8 miles from Skardu; pleasant walking with shady places, meadows, fields and extensive views, $2\frac{1}{2}$ hours valley opens out; finally ascend from grassy flat to plateau, pass the SKARDU Tahsil on right, then comes the rest-house.

Near by is post office, telegraph, dispensary, etc., a little below is the barracks; and just beyond at the foot of a great

trap hill is the picturesque polo ground. The Raja's house is to the south a little higher, and a bazar. There are several camping-grounds, but none very good. Water abundant and good, also supplies, English stores, etc.

The Shigar river joins the Indus opposite Skardu. Height about 7,500 feet. The climate is cold in winter, but the snow fall less than in Kashmir. The Indus rarely freezes here. In summer it is very hot. At the end of August the shade temperature still reaches 80°; but the nights are cool. The fruit (grapes, apricots, melons, etc.) is delicious.

The Indus Valley below the Skardu plain again contracts into a narrow precipitous gorge, between the rocky walls of which the now large river is churned in to foam as, in a series of rapids, it descends the steep part of its course to its great bend southwards.

There is scarcely a path, even for men, on either bank. There are but few villages and these are situated high up the mountain side, on which high level deposits, like those above Skardu, give evidence of the height to which the valley has been at times blocked and water accumulated.

Rondu is 5 marches down. Dr. Rudduck, who gave the route, says: "Path generally bad, sometimes in bed of river, sometimes as much as 2,000 feet above it. Ponies not being trained to climb are not available for baggage. The path beyond Mendi to Haramosh is still rougher."

Major Napier, R.A., writes that this refers to some years ago, and since then the path has been somewhat improved; but there are still some bad places.

A bridle path is being gradually brought up the right bank of the Indus from the Gilgit to Haramosh. Path difficult.

There is now a higher path by which ponies can go to Steriko beyond Mendi.

1. **Skardu to Kumara**, 6 hours.—Two miles below Skardu cross Indus by ferry boat, and follow down right bank.

2. **Kumara to Sari**, 5 hours.—Easy path for half way, then leave the open valley, and slopes are rough.

3. **Sari to Toongus**, 4½ hours.—A rough march.

4. **Toongus to Dasu**, 5 hours.—At Bagicha usual to change coolies, then steep ascent of 2,350 feet, then descent of 800 feet to village.

5. **Dasu to Mendi**, 5 hours.—Gradual rough descent to Indus. Cross by a high rope bridge, the ladder approach, one of the worst bridges in the Himalayas, then about a mile to village, which is the capital of Rondu.

DEOSAI ROUTE TO SKARDU. *

This is by far the best route between July 15th and September 15th. It is sometimes open and later.

Those who intend to travel this way must make arrangements for their own supplies, and transport from Bandipura (*vide* Rules for Visitors).

The early marches are by the Gilgit road (see page 169) as far as Burzil, 5 marches from Bandipura; or the lightly laden traveller may take the route *via* Wangat and Tilel (see page 103).

From Purana Tilel it is one march of 7 hours to Sonawin where the Gilgit route is joined crossing a pass with steep ascent and rather easier descent of about 3,000 feet. There is also a path from Sonamarg to Tilel (see route 23).

The Deosai route is across an uninhabited plateau, so provisions and also some dry firewood should be taken.

Burzil to Camp Chandakut, 8 hours, excluding halts.—(Ponies). Ascent from Burzil Chauki 450 feet north-east to Wamb; then more rocky, steady, easy ascent 1,000 feet to pass, 12,800 feet Mir Panzil or Stakpi La: turn north one mile, slight descent north-east to Chota Deosai, open grassy valley, cross stream to left, 3 hours leave valley, which turns south-east (here path to Saingo), ascend north-east, steady over stones and boulders; then steeper to summit Sari Sungar Pass, height 14,200 feet; down to shallow lake, then another, on right view over plateau with rolling hills. Gradual descent to grassy valley 2 miles on to Camp Sekbachan, 7 hours marching, then $1\frac{1}{2}$ on flat to shelters at Chandakut, height 13,200 feet. In wet weather, or if much old snow, this would be too much for one day. Bitter winds sweep plateau. August 19, temperature at 7 A.M. 28° Fahr. streams partly frozen. From here is a path west over easy pass 12 miles to the Gilgit road.

Chandakut Ali to Malik Mar, $7\frac{1}{2}$ hours, excluding halts.—One and three quarter hours to Kruhan Ab shelter, cross stream, one hour ascent to stony plateau (height 13,500 feet). Here a view round complete circle of snow peaks. All these rounded hills are old moraines.

Down to and cross larger stream Bodab, $1\frac{1}{2}$ hours; then $1\frac{1}{2}$ hours to another stream. Marmots abound in parts of the plain.

Two hours slightly ascending and crossing another stream to camp at north-east corner of the plain close to side valley. A path to Skardu across

* For Deosai Route to Dras see p. 230.

ridge opposite; two marches; a sculptured stone with Buddhist inscription at one place in the Satpar nullah. If making shorter marches; 1st Camp, Sekbachan; 2nd Bodab; 3rd Ali Malik Mar.

Ali Malik Mar to Pindobal (Camp), $7\frac{1}{2}$ hours, excluding halts.—Gradual easy ascent up grassy valley to north for $3\frac{1}{2}$ hours; then one mile of steep slopes into a rough stony valley east; then 500 feet up zigzag steep slope to top of Burji La, 15,900 feet, 5 hours from camp. Magnificent mountain view of the giants of the Mustagh, with a glimpse of the Shigar orchards 8,000 feet below. A descent over snow for 500 feet; then rocks 1,500 feet to Wozal Hadar shelter wells, then one hour steep down ravine to large spring; pencil cedar bushes; one hut. Total descent $2\frac{1}{2}$ hours. Height of camp 11,400 feet.

Pindobal to Skardu, 5 hours.—Steep descent in gloomy gorge, 31 hours; then emerge suddenly, $\frac{1}{2}$ hour to huts Karpito, on edge of Skardu plain. One and a half hours east by narrow avenue of willows and poplars, then stony maidan, cross a stream to first of straggling hamlets of Skardu, pass polo ground and post office to rest-house.

The other path from Ali Malik leads in from Satpura ravine, and is easier and pleasanter, 8-9 hours, supplies available, Satpura to Skardu 6 hours.

It is difficult to follow the above description in reverse order, so I give the following details:—

SKARDU VIA DEOSAI TO BURZIL ROAD.

Skardu to Wozal Hadar, $7\frac{1}{2}$ hours, 14 miles.— $1\frac{1}{2}$ hours to Karpito at foot of ravine, then $4\frac{1}{2}$ hours steady ascent, at $3\frac{1}{2}$ hours pass Pindobal shelters, where abundant wood and a fine spring, no wood up at camp.

Wozal Hadar to Wozal Ab or Lalpani, 9 hours, 18 miles.—Ascend $2\frac{1}{2}$ hours, the last 500 feet steeper and occasionally trouble with snowbeds, over pass and down zigzags $\frac{1}{2}$ hour, then gradual descent $1\frac{1}{2}$ hours to Ali Malik Mar, $4\frac{1}{2}$ hours on to camp at Wozal Ab (red water). This is the first of three chief fords, dwarf birch fuel.

Wozal Ab to Sekbachan, $4\frac{1}{2}$ hours, 10 miles.—General direction S. W., 40 minutes to large stream Bod Ab (big water) ford, gradually up over a stony plateau Shamoskith, then down to Kalapani or Kruhan Ab (black water) ford, 5 minutes on to good stone shelters, fuel; $1\frac{1}{2}$ hours to Chanda-kut, stone shelters, no fuel, $\frac{3}{4}$ hour to Sekbachan; there are equally good camping-grounds for the next two miles on.

Sekbachan to Burzil, $6\frac{1}{2}$ hours, 13 miles.—Slight curve S.S.W., then gradual ascent W. $2\frac{1}{2}$ hours to Sari Sangar lakes, and pass, boulders in places, then steep down S.W. to Chota Deosai, very little fuel here, cross stream, keep S.W. $1\frac{1}{2}$ hours, easy grassy valley to Mir Panzil Pass, then stony, $\frac{1}{2}$ hour, and steep descent, 1 hour to Burzil rest-house and main road.

Before the Deosai snows are sufficiently melted, a traveller may cross the Burzil and get to Skardu by Chilam and the Chota Deosai, or by the Alampi La. The latter route follows the Gilgit road to Gudhai, and then diverges to the east.

1. **Gudhai to Bubin**, about 9 hours (Coolies).—Steeplly up Dichel nullah, then over shoulder down to grassy valley. Easy going partly, through pine forest for many miles; a village; cross an unbridged stream village $\frac{1}{2}$ mile on; Camp.

2. **Bubin to Camp (West of Pass)**, about 10 hours.—About 2 miles up cross a side ravine; then 2 paths; lower goes south-east to Deosai; upper winds gradually up over grassy shoulder. Turn left into side valley; by streams a camping-ground; follow up stream 3 miles, stony ground; camp 13,000 feet at foot of pass in amphitheatre of steep snow ridges.

3. **Camp (Alampi La) to Thlashing Spang Hut**, 12 hours.—Steep path and much snow; then level $\frac{1}{2}$ mile, then over rounded slopes, then level, then final very steep snow ascent, note book says 60°. This must be a mistake; probably 45°; coolies suffered from height. Summit 4 hours from Camp Alampi La, height 16,500 feet. Then very long steep snow descent; at foot level, then rocks, to a camp, descent 2 $\frac{1}{2}$ hours. Then about 5 $\frac{1}{2}$ hours down rocky valley to goatherds' huts.

4. **Huts to Katsura**, 13 hours.—Gradual descent 6 miles to village Shigthang; then cross river to left, 5 miles flat or rocky to village, and meadows 5 hours. Below this, bridges over river gone; so driven up on spurs to left, rocky moraines, with steep ascent, scramble along top precipices and down 4 $\frac{1}{2}$ hours to meadows; then a lakelet, striking scenery, stupendous cliffs and peaks, one hour to Camp in Katsura whence fine view west to Skardu. This is a large village with supplies, above left bank of Indus.

5. **Katsura to Skardu**, 12 hours.—Soon descent past huge rocks of moraine to the level, green where irrigated; elsewhere a sandy desert. A village oasis midway and another further on.

DIRECT ROUTE SKARDU TO ASTOR.

From Skardu two marches to Shigathang; thence—

3. **Shigathang to Ordokas**, 12 miles.

For several miles easy; then a steep ascent, and rocky to height 13,000 feet; no fuel.

Ordokas to Chumik, 9 miles.—Four miles ascent chiefly on snow and steep to Bank Pass, 16,000 feet. In late summer crevasses appear cross undulating summit; then steep descent 5 miles, 4,500 feet to Chumik where wood is procurable.

Chumik to Thingeh, 13 $\frac{1}{2}$ miles.—Six miles gradual descent on right bank to Herpo nullah; then 1 $\frac{1}{2}$ miles to wooded plain, easy for 2 miles then rougher to Gutumsar village, 2 miles, on to next village Thingeh 8,000 feet.

Thingeh to Astor, 14 miles.—For 7 miles easy path through many hamlets, rough for one mile, better for 2 miles, then steep descent; cross Astor river and ascend to Fort; thence across ravine and on to bungalow.

ASTOR TO RONDU.

These are sportsmen's route and often difficult.

1. **Astor to Thingeh, 14 miles.**—(See above).
2. **Thingeh to Camp, 9 miles.**—At 7 miles leave main nullah and turn north; camp at about 12,000 feet. A steep ascent.
3. **Camp to Camp, 12 miles.**—A steep ascent to 16,800 feet, cross glacier, descend to stone shelters, mainly snow, then rocky.
4. **Camp to Mendi, 18 miles.**—A long rough march; pass several villages; steep descent to Indus.

Another route is as follows (Wingate):—

1. **Mendi (Shot) to Balamik, 12 miles.**—Fair path, 6 or 8 hours, riding.
2. **Balamik to Baltal, 10 hours.**—A village is passed 2 hours below Camp.
3. **Baltal to Thingeh, 8 hours.**—Cross pass, easy except last, one hour of ascent, ascend to Thingeh.
4. **Thingeh to Astor.**—(See above).

NORTH OF SKARDU.

The routes north of Skardu lead by either the Shigar or the Shayok Valleys.

Skardu to Shigar, 6 hours.—Above Skardu, $1\frac{1}{2}$ miles, is a ferry over the Indus, here called Attock Darya; after crossing the path follows up the right bank; $1\frac{1}{2}$ hours along sandy plain there is division of paths. That to right leads to Khapalu *via* Narh. Now turn left up small ravine, cross a stony plateau, then down to Shigar valley; soon reach cultivation, then $1\frac{1}{2}$ hours level, mostly shady, passing many hamlets to polo ground, where is a rest-house. There is an alternative route from the ferry going round west of the hill and following up the left bank of the Shigar river 5 hours, mostly soft sand, then $1\frac{1}{2}$ hours among fields and avenues to Shigar. If skin raft is procurable at Skardu a long detour to the ferry can be avoided.—(Shigar, 1910).

Shigar is a widespread group of beautiful villages. The Raja lives in a mansion at foot of old castle rock. The fruit of Shigar is famous; also its polo. The old mosques and tombs of the Rajas are interesting. Supplies can be got through the Thanadar. The climate is cooler than that of Skardu.

Shigar to Askole lower route (WRIGHT, 1910).

1. **Shigar to Yuno, about 20 miles.**—Easy going for much of way, avenues, willow trees, afterwards stony, sandy plain. In summer ford some small streams.
2. **Yuno to Koshuma, opposite Dassu, about 12 miles.**—Stony and sandy plain, near Wungo necessary to climb and follow canal in summer when river high. Cross to Dassu by skin raft; this needs to be arranged beforehand by order of Tahsildar of Skardu, who will send from Gulabpur.

3. **Koshuma to Chokpa**, about 10 miles.—A very difficult march to the rope bridge below Biano; better path on right bank. *via* Dassu. Path on left bank ascends 1,500 feet, some very narrow ledges.

4. **Chokpa (Chokplong in map) to Askole**, about 16 miles.—A rough stony march, start early to get across a stream about $1\frac{1}{2}$ hours out and two streams of liquid mud $2\frac{1}{4}$ and 4 hours respectively from Chokpa. These are a mere trickle nearly in day, but cannot be crossed late.

At Pakore (Hoto on map) a rope bridge to left bank of Brahldo, and recross at Chongpo to right bank.

Shigar to Baltoro and Mulhagh Pass (by Mr. Ferber).

1. Up Shigar Valley to Hashu, $1\frac{1}{2}$ hours, then ascend nullah to right, cross streams constantly, two steep ascents, coolies, took 9 hours to camp near head of nullah; but better to camp 3,000 feet higher above steep grass slope, before snow. A heavy day's work.

2. **Camp to Askole**, $10\frac{1}{2}$ hours.—Ascend 1,500 feet up steep snow and rocks, 2 hours, to summit Skoro La 17,000 feet. On the north side is a glacier filled valley. Snow for three hours, descend past some hamlets to Thal Brock, $6\frac{1}{2}$ hours from top. Here steep drop to Braldo Valley, fine view. Two hours to rope bridge below Askole.

It is easier to make three marches, the second camp being at Thal Brock; and also better to go to Askole by the lower route, and return by the Skoro La (WRIGHT).

3. **Askole to Bardomal**.—In favourable conditions, when Domordo Lungma can be forded, can be done in 9 hours. Otherwise a long detour up to bridge; camping at Korofon between the Biafo glacier and Domordo stream; second day 6 hours.

4. **Bardomal to Ortokas**, 9 miles.—Ascend Baltoro glacier. Mr. Montagnier built a cairn 6 feet high near foot of this glacier 200 yards to the north-west. The bearings then (June 1903) were $173^{\circ}5'$ to foot of glacier, cross glacier to left bank, reach Liligo 3 hours, follow bank over boulders, small lake and Chober Zechen 3 hours, then again on glacier, cross to side moraines to Ortokas 3 hours, a green slope, good camp. Take wood on from here.

5. Cross glacier to right bank, 4 hours, **Mustagh Lunka** at corner of Conway's Piale glacier. Ascend Mustagh Lungma on glacier, 11 hours to Mustagh Spangla, grassy slope on left bank, keep along this $1\frac{1}{2}$ hours to upper edge, Lobsana Blangra. All these times are with coolies, and excluding halts.

6. **Follow Glacier**, 3-4 hours, to foot of Pass.—The ascent is somewhat difficult, took 3 hours, would be less if guide knew the way, height 18,400 feet. The descent on north to Chang-Tong offers no special difficulties.

Fifty years ago local men took ponies over this pass. It then got blocked by glaciers. Captain (now Sir Francis) Younghusband traversed it many years ago, returning from Pamirs.

Returning from Askole *via* lower route, very narrow in places and sometimes blocked by mud avalanches.

1. To Pakore, $3\frac{1}{2}$ hours.

2. To Hu, 5 hours.

3. To Dassu, $5\frac{1}{2}$ hours.

4. Simnu, 6 hours, thence by skin raft to Shigar or Skardu, one day.

Askole is a world's end, surrounded by veritable glacial seas. East is the Baltoro glacier, the longest except Siachen out of the Arctic regions. Conway's party followed it up in July 1891, and ascended a lofty peak, Pioneer Peak (23,000 feet), at its head between Mount Gusherbrum and the great "K. 2" which is 28,200 feet high. Eckenstein reconnoitred K. 2 in 1902 and camped on its glacier at 19,000 feet for over a month. He has given the name Chigoro for K. 2.

In 1909, the Duke of the Abruzzi with a well-equipped Italian party explored round K. 2 and climbed Bride Peak to a height of 24,600 feet. Dr. de Filippi has written an interesting book about the expedition.

Some very fine ibex have been shot on the hills above the Baltoro glacier. The last good camp is with fuel at Rodkass, 13,900 feet.

There is little hope of any mountaineer ascending K. 2, which is too steep and icy.

North-east from Askole is the huge Biafo glacier linked by a vast snowfield at its summit with the Hispar glacier. Conway's party traversed this in crossing from Nagar. They had fine weather, and being early in the season the snow was still in good condition. Since then Dr. and Mrs. Workman have mapped both glaciers.

A large party of Nagar raiders lost their way on this glacier fifty years ago and perished.

The west branch of the Shigar nullah is the Basha. The route up is on either bank. If right bank, cross by skin raft, then 6 hours to Gulabpore.

If left bank.—

1. Shigar to Kashomal, 6 hours.—Fairly level and good, but latter part stony in places. One-and-a-half hour to Hashu, then $1\frac{1}{2}$ to Alchori and $1\frac{1}{2}$ to Tsildi, 1 to Kashomal Kosar Gan, a fine peak, behind camp, climbed by Dr. and Mrs. Bullock Workman in 1900.

2. Kashomal to Chutrun, 8 hours.—Still in wide valley, where the two rivers join. One-and-a-quarter hour to Yuno; here bridge crossing the Braldu; then across a flat stony plain $2\frac{1}{2}$ hours; then another bridge over Basha river and walk to Tisser $\frac{1}{2}$ hour; pretty waterfall high up on left. Opposite is the gorge of Braldu river and a striking Lingam point on ridge, revered by both Hindus and Mohammedans. Then $1\frac{1}{2}$ hours up Basha Valley, at first easy and pretty, then over sand and stones to

Chutrun where is a disused rest-house. Much white marble here. Chutrun means hot water, so called from the copious spring, temperature 110° Fahr., which rises here. There are bathing tanks much used by the sick from all parts of the country.

3. Chutrun to Doko Sibri, 3 hours.—Across cultivated fan $\frac{1}{2}$ hour then up parri to next fan, 1 hour, then $\frac{1}{2}$ hour to Dogoro; beautiful groves of walnut, easy path, $\frac{1}{2}$ hour to Sibri, another $\frac{1}{2}$ hour Doko, 600 feet above river, camp beyond village. Coming down easily go Doko to Gulabpore; a rough precarious parri below Tissar can be avoided if skin raft arranged for.

4. Doko to Arando, $4\frac{1}{2}$ hours.—Along slopes, some up and down $2\frac{1}{2}$ hours, turn corner to left, valley widens, stony bays and cultivated fan 1 hour beyond where 1 hut, thence 1 hour to Arando, across stony plain, then sandy plain, crossing streams. Coolies took $6\frac{1}{2}$ hours.

Arando is the last village, and has 50 or 60 families. The dirty snout of huge Chogo Longma Gan (glacier) ends half a mile west here. Tipor Gan almost overhangs village to south. Both these glaciers advanced for some years but have lately receded. Height 9,800 feet.

Dr. and Mrs. Workman explored the head of the glacier and ascended to over 23,000 feet. They have also explored the Hispar glacier and published a book entitled: "The Call of the Hispar," describing their adventures.

North is the Kiro nullah, up which the route was formerly to Nushik Pass.

1. To Domak, 6 hours.—The marches are briefly: rough narrow path cross Chogo Longma 2 hours. Ali Beg Bransa $\frac{3}{4}$ hour, Harimach (a good camping-ground) $2\frac{1}{2}$ hours, up moraine and over side glacier 1 hour, grassy camp with birch trees. Domak, height 11,500 feet; stone huts.

2. To Katche Bransa, 4 hours.—Along grassy slopes, 50 minutes to level meadow called Shaghran (polo ground), pass junction of Huchus Alchori Gan with Kiro Gan (glacier) $1\frac{1}{2}$ hours. Grassy hollow at side of moraine; wood and water; Tsavwacha, rest; then $1\frac{1}{2}$ hours to camp following side moraine and crossing glacier. Height 14,000 feet; no fuel beyond here.

3. To Stiatbu Bransa, $4\frac{1}{2}$ hours.—Cross to middle glacier and up central moraine 1 hour, another hour up and across north to Ding Bransa at foot of spur, up spur $\frac{1}{2}$ hour; down to side glacier, north-west cross glacier (bad crevasses) to next spur; two hours Stiatbu, very steep, tiny platform for camping. Height 16,000 feet.

4. Stiatbu to Gale-fong Bransa, $1\frac{1}{2}$ hours.—One hour up very easy snow valley to Nushik Col., whence view over to Hunza Mountains; retrace one hundred yards, then east up steep snow to big rocks. Here a good shelter under rock 16,800 feet, 20 feet above this the cornice can be tunnelled in 1 hour, rope; beyond is steep ice slope traverse cutting in 1 hour; then descend to easy snow slope 500 feet. Beware of avalanches.

Further progress depends on snow bridges. Mid-June is the best time. Zurbriggen early July found only one. Author found in September bridgeless crevasses 10 to 40 feet wide. If snow bridges, descend $1\frac{1}{2}$ hours to side glacier, cross roped to Haigutum or Hai Kuru, on left of Hispar glacier $1\frac{1}{2}$ hours, thence to Hispar 1 day.

Note.—Take supplies from Arando and fuel from Katche Bransa. Do not stop at Stiahu, push on the Garfo-fong Bransa; do not take laden coolies on till successfully explored down to glacier; return to camp; take coolies next day.

In returning march (1) to Tsauwachu 5 hours; (2) to Arando 5 hours; (3) to Chutrun 7 hours; (4) to Gulabpore 5 hours; by skin raft to Shigar 9 hours, including halts and portage.

Chutrun to Randu via the Gando La (by Lt. F. G. Moor, 6th Jats).

A useful sportsmen's route, not open before June.

1. **Chutrun to Camp.**—Coolie time 7 hours.—Half hour ascend crossing the torrent twice, then up steep, on south, to ridge 3,300 feet above Chutrun, drop 500 feet to shepherds' huts, then up 800 feet to a small meadow with huts. Camp at near end 12,100 feet; fuel abundant and good water.

2. **Camp to Harimal, 8 hours.**—Half hour easy on snow, then steep on grassy spur, then 800 feet up snow to top of Ganto La 14,000 feet, very steep, step-cutting necessary. Descent easy but steep to some huts on meadow 12,300 feet. From here a fairly good path down nullah to Harimal 10,000 feet in the broad Turmik Valley.

3. **Harimal to Dusu, 3 hours.**—Easy down valley, here join Indus route. The above is not fit for laden animals.

Pachora.—(See route by Captain Archdale, R. H. A.).

Stak to Harimal.—Cross glacier.

1. **Stak to Camp.**—13 miles, 8 hours.
2. **Camp cross Stak Pass to Nurissin or Nussain,** ascend 3,000 feet, 5 hours, then 3 hours down to Turmik river.
3. **Short march to Harimal, 9 miles.**

KHAPALU AND THE SHAYOK.

Khapalu is the capital of the Lower Shayok. There are three chief roads practicable for laden ponies. One from Skardu following the right bank of the river; one from Shigar across the Thalle La, and one from Ladakh by the Chorbat Pass.

Skardu to Khapalu, 5 marches—

One route is by left bank Indus to Gol, 21 miles (see above, page 155); Gol to Kiris cross rivers by skin raft at confluence, about 8 miles. Three hours. Or by right bank as follows:—

1. **Skardu to Narh**, 12 miles.—Cross Indus, as in route to Shigar (see page 160). Follow up right bank, sandy plains, and further on rather rougher.

2. **Nath to Kiris**, 14 miles.—Cross some side nullahs; leave Indus; a raft ferry here connects with road to Dras. Kirit is a group of fertile large villages, with a Raja. There is a rest-house.

3. **Kiris to Kuru**, 10 miles.—Half hour through fields, then 1 hour sand and stony to Gohu village, $\frac{1}{4}$ hour up, then down stony road, $\frac{3}{4}$ hour along foot of cliff, Kuru, a large village and rest-house. Time, self 4 hours, coolies 5 hours.

4. **Kuru to Doghani**, 10 miles.—Ascent to 1,500 feet above river then cross plateau steep wild descent. Kunis $2\frac{1}{2}$ hours, no good water: 1 hour sandy to rocky corner, bad boulders $\frac{1}{2}$ hour, then again sand, 1 hour to Balghar, $\frac{3}{4}$ grass and fields to Doghani, distance 10 miles. Time, self 5 hours, coolies $6\frac{1}{2}$ hours.

Rough in places. At Doghani, valley opens out, beautiful cultivation. Khapalu visible.

The road from Thalle Pass joins here.

5. **Doghani to Khapalu**, 9 miles, $6\frac{1}{2}$ hours.— $1\frac{1}{2}$ hours in pretty cultivation, partly in avenues, then two hours on sand or stony paths. Cross river by skin raft below Khapalu: great delay for coolies as a skin raft takes one hour for each trip and carries few men at a time.

This is a charming march in July when apricots are ripe.

One hour through hamlets up slope to parao, height above river 700 feet, above sea 9,000 feet.

Khapalu is a group of hamlets, with 5,000 inhabitants, on a long slope shaped like an amphitheatre. The Raja's mansion above it to west, with polo ground near.

The scenery most striking. A little above to north is the Hushe-Saltoro nullah, with group of extraordinary peaks. The only path as yet discovered over the Mustagh ranges at the end of the valleys is the Saltoro.

SHIGAR TO KHAPALU, FOUR MARCHES.

There is a lower road as from Skardu, first stage, to Narh.

Narh to Shigar (by Major Napier, R. A.), 13 miles.—This is useful to travellers from Kashmir, who can cross the Indus by skin raft about 7 miles below Gol. Then $1\frac{1}{2}$ miles down bank, then turn to right up small nullah, through a village steep

at first then easier but rough, cross a small col. and drop down to direct path from Skardu to Shigar where it crosses a saddle, descend to valley, then 4 miles to polo-ground.

The upper road to Khapalu is nearer and better when not blocked by snow, especially for pack animals, as there is grazing.

The author traversed it in 1895.

1. **Shigar to Camp**, 9 hours.—A steady ascent, $1\frac{1}{2}$ hours up right bank of side nullah, then left bank one hour, then easier for two hours to Banka Haral shelter hut, 9,150 feet, at junction of two nullahs; left is to Tusserpo Pass, and rejoins this route next march; right up is Yaltsa, Karapur hut, one hour, up easy grassy slopes, with pencil cedars; two hours beyond is a hut, height 13,500 feet, splendid icy cliffs above on south.

2. **Camp to Kasurmik**, $10\frac{1}{2}$ hours.—Cross Thalle La. A gradual easy ascent on grass slopes, $2\frac{1}{2}$ hours to top, 16,000 feet; splendid mountain scenery, snow sometimes in August; $1\frac{1}{2}$ hours' descent to shelter huts; coolies took two hours more. Below this one hour, nullah from Tusserpo Pass joins on west, and the path turns south-east, one hour to cultivation, one hour cross to left bank, here habitations; $1\frac{1}{2}$ hours Kasurmik, height 12,000 feet.

3. **Kasurmik to Doghani**, $4\frac{1}{2}$ hours.—One hour pass Daltiri on opposite bank (right), height 11,000 feet; half hour to Baltoro, $\frac{3}{4}$ hour Yarkor, cross to right bank, large village, two hours again on left bank, pass three villages, reach mouth of ravine, turn left to Doghani. Coolies took $5\frac{1}{2}$ hours; supplies; here join route from Skardu, see 1st page.

Another path leads down from the Thalle La to Kuru passing Olmo-ik (hut), Kasurmik, Barungus and Bragar.

Khapalu to Kharmang via Ganse La.—This is a difficult sportmans' route, only suitable from July 10 to October 15.

1. **To Camp**, $2\frac{1}{2}$ hours.—Path up nullah behind village; steep in place, camp near grazing ground; no wood, only fuel cowdung.

2. **Camp to Camp over Pass**.—Coolies 13 hours; the path soon loses itself, and way is very steep in places over boulders up left bank of nullah. Where three nullahs meet take centre one, direction shown by stone cairns. Steep rocky ascent, turning to right up nullah, again up rocks and patches of snow, then loose boulders to top of Pass, marked by cairns. Height probably over 16,500 feet. Time from camp, quick going exclusive of halts, 4 hours. Then easier descent, snow slopes, to first ground suitable for camp, 1 hour. No fuel but cowdung.

3. **Camp to Kharmang, 5 hours.**—Fair path all the way. About 4 hours to a small lake in nullah, here is a camping ground and cultivation but no villages, path scaffolding on left of lake. Then turn to left over rocky spur. Then descend to first of hamlets of Kharmang; another mile to rope bridge. If going from Kharmang to Khapalu carry fuel to higher camp. Better make 2 camps ascending, then cross Pass and down to Khapalu. (Notes by Captain Maud, R. E.).

Longstaff and Slingsby crossed from Kharmang to Khapalu early in June, over 3,000 feet snow; coolies deserted so they carried own loads.

Khapalu to Saltoro.—North of Khapalu are great glacial valleys which attract sportsmen and climbers. From the plateau above Khapalu magnificent snow peaks come in sight.

Khapalu to Hushe.—In winter and spring there are temporary bridges over the Shayok. After early May skin rafts are needed. One ferry is below Khapalu. The path then leads high over a parri on right bank to the Hushe nullah; another ferry is east of Sirmu.

In summer a skin raft can be used from Khapalu to Doghani if river high.

1. **Khapalu to Gourtse.**— $\frac{3}{4}$ hour up to cultivated plateau; 2 miles across, from east edge view of Masherbrum, and the Saltoro spires. Half hour descent steep sandy to Yunchung; 2 miles on flat grassy to Sirmu, rich cultivation; 1 mile on to raft, short crossing; then $1\frac{1}{4}$ hours stony N. W. to hamlets; total 12 miles; self 7 hours, coolies 10 hours; usual delay at ferry. Gourtse is a group of small hamlets extending for some miles up the flat valley, up which leads the Hushe path. Two days to Masherbrum. I do not know about the fords which must be difficult in summer.

2. **Gourtse to Parao, 9 miles.**—Ascend zigzag, 1,200 feet cross low ridge. Wonderful sheer granite cliffs and spires on opposite side, river gradual, winding descent to east. Coolies 4 hours, large village, well carved mosque; camp beyond and above village by side stream.

3. **Parao to Mandi, 12 miles.**—Two hours on stony flat to Dumsumu at junction of Kondus and Saltoro. A bridge and some noteworthy ancient Buddhist rock drawings; then 3 hours steady up hill stony, in gorge, at Mandi it opens out, some cultivation; total self 5 hours, coolies 8 hours, height 10,800 feet.

4. **Mandi to Goma, 6 miles.**—Half stage, almost level, and chiefly through cultivation, cross and recross the river. This is last village. Coolies $3\frac{1}{2}$ hours.

5. **Goma to Ghiaru, 3 hours.**—Cross both streams (bridge) then up right bank of Bilaphond, pass 3 glaciers, above third a wide level valley with groves of willows, flowers and clear streams. Lovely camp $\frac{1}{4}$ mile below snout of main glacier.

From Ghiaru the Saltoro Pass can be crossed on 3rd day camping at Narm (coolies 8 hours). Ali Bransa (8 hours); cross pass $2\frac{1}{2}$ hours snow field and glacier for 3 hours to the Terim Sia-Chen glacier; and 2 marches down to the head of the Nubra Valley, but this is impassable owing to the unfordable river from April to mid-September (see page 141).

Up the Kundus Valley to Khorkhun hot spring is one long march. This is described by Baltis as a fine place. Dr. and Mrs. Bullock Workman after exploring the Siachen glacier made a new pass returning to Kundus. Mountain scenery magnificent.

KHAPALU TO LEH.

1. **Khapalu to Dau**, 14 miles, $6\frac{1}{2}$ hours.—Gradual ascent, 1,000 feet to plateau, half hour across it, then along hill side fair path to Lanka. Then up parri (350 feet), well scaffolded path over sandy stretch to Dau, Sirmu is left far below. Luggage must be carried by coolies.

Flies a great pest in fruit season.

The plateau is covered with old moraine; and on the north are lacustrine deposits. Chikor are plentiful.

2. **Dau to Payan**, 10 miles, 5 hours.—Towering cliffs both sides. Soon valley widens; one hour village Khaz; one hour to large village Kustang. From here a difficult path leads south-west over high pass to Kharman, $1\frac{1}{2}$ days; $1\frac{1}{2}$ hours to another well built out path round face of parri $3\frac{3}{4}$ hours to village Payan (in map Paxfain).

3. **Payan to Camp (Chunga)**, 12 miles, 7 hours.—At Payan there is a fortified rock with a small mosque on it. A road keeps up left bank of Shayok. It would be a 9 days' journey to Khartsar; three more to Leh. (See route 20).

The summer route turns south up defile, two hours' steep ascent up narrow ravine, crossing half-way up to right bank, half an hour patch of cultivation; 1 hour more fields, $1\frac{1}{2}$ hour cross bridge and ascend, 1 hour to Zyngstan; summer huts and fields; then easy grassy valley; $1\frac{1}{2}$ hours to Chunga shelter huts, height 14,500 feet.

4. **Camp to Hanu**, 19 miles, $8\frac{1}{2}$ hours.—Up grassy valley, $1\frac{1}{2}$ hours to last hut; then turn up slope to left, steeper ascent of 1,000 to top of Chorbat Pass, 16,700 feet, 2 hours. This pass is passable for ponies for three months, and passable by yaks for six or seven months. There was a good deal of snow early in September 1895. Descent rather steep for $1\frac{1}{2}$ hours to grassy valley with summer huts. Then more level ground, $\frac{1}{2}$ hour; then 1 hour steep descent to cultivation, turning to right; 2 hours down to Hanu Gongma, where there are three villages and supplies. This district is Buddhist. Height 11,000 feet.

5. **Hanu to Skirbichan**, 17 miles.—One hour to Lower Hanu, $1\frac{1}{2}$ hours more on left bank to Indus river; keep up right bank of Indus. Stony path up and down very hot.

6. **Skirbichan to Khalatse**, 16 miles.—Barren and stony path, one village about 6 miles on. No drinking water on road. At Khalatse join Srinagar-Leh road, thence $4\frac{1}{2}$ marches.

KHAPALU TO KASHMIR.

1. Route by Skardu and Deosai. (See pages 157, 165).
2. Route by Kiris and Kharmang. (See pages 155, 164).
3. Route by Chorbati and Khalatse. (See above).
4. Route as follows:—
 - (a) **Hanu to Dah**, 7 hours.—Two and-a-half hours to Indus, turn down right bank, $1\frac{1}{2}$ hours to Kanyutse, $1\frac{1}{2}$ hours to Pindor, $1\frac{1}{2}$ hours to Dah on plateau; supplies; coolies; a little up and down.
 - (b) **Dah to Sanatse**, $4\frac{1}{2}$ hours.—Descend 200 feet, cross ravine, gradually ascend 500 feet, narrow path in cliff down and on to Gorken 2 hours. Here is a rope bridge. Continue on right bank; $2\frac{1}{2}$ hours up and down, rough in places, to Sanatse, long descent, and cross Indus by wooden bridge 12 paces span to camp. Village a little way off, Sanatse village is a large one with hundreds of little terraced fields. The path on right bank continues one mile to Urdus from which it is two marches to Kharmang, a path used for ponies. Probably the reason the traffic to Skardu goes by Chorbati is that there is such abundant grass for two marches, but in the Indus Valley no grazing or ponies or yaks.
 - (c) **Sanatse to Lalun**, $7\frac{1}{4}$ hours.—Path ascends $\frac{3}{4}$ hour to small village (Sanacha or Sanatse); then one hour gradually up and round spur into side ravine; $\frac{1}{2}$ hour gradual descent. Half hour ascent up nullah to cultivation, $1\frac{1}{2}$ hours to above village of Tsirimo, 2,000 feet above Indus. Three hours up a shallow valley to Lalun. Here emerge suddenly on a broad, rolling plain, with rounded hills, Lalun or Lalungma "Valley of Gods." Twenty or thirty houses, height 2,500 feet. A path leads south in eight hours across Bul Pass, 13,400 feet, to Lotsum on main road, half way between Maulba Chamba and Kargil.
 - (d) **Lalun to Kargil**, $6\frac{1}{2}$ hours.—Gradual ascent, 1,000 feet, $\frac{3}{4}$ hour to Hanboting La Pass on west. Wide view. One hour gentle descent to first huts of Bahtse; thence almost continuous cultivation $1\frac{1}{2}$ hours to village Sud; still $1\frac{1}{2}$ hours down to opposite the great stony plateau over which Ladakh road passes; still keep round, slopes to right one hour, then cross bridge, $\frac{3}{4}$ hour, join main road, cross Suru river, and turn $\frac{1}{2}$ mile to left to Kargil rest-house, thence to Srinagar by main road or by Suru.

ASTOR AND GILGIT.

There is a road direct from Srinagar, *via* Sumbal to Bandipura as mentioned on page 105.

Most of the traffic beyond Bandipura is in connection with the Supply and Transport Corps of the Indian Army. Unofficial travellers must arrange their own transport, sending word at least a week before hand to the Naib-Tahsildar. Political Agent's permission necessary for Gilgit or beyond Kamri Pass.

From the Partab Kadal (1st bridge) it is 11 miles to Shadipur, 15½ to Sumbal, 28½ to Chota Sadrkot, 34½ to Bandipura. Telegraph Office,. The ghat is ¾ mile down to left. Special care is needed about drinking water for those in boats at Bandipura.

1. **Bandipura to Tragbal**, 11½ miles. There is a good road up the middle of valley. 2½ miles to the Badkul bridge at Sonarwain, where is the Supply and Transport official. Two miles on from here is a spur up which the road goes sweeping to the left for three miles up the nullah, great turn to the right round the face of the spur, and finally to the left then a mounting nearly 4,000 feet in nine miles.

A direct short cut, rough and steep, leads off ¼ mile from the bridge to the left through Kralpura village, and then straight up the spur. By this it is 3 miles up, but by the road 6½ miles from the foot. The ruling gradient is 1 in 10. At Tragbal there is a good rest-house, height 9,160 feet. There are other huts. Tragbal is a pretty little meadow on the shoulder of the mountain, imbedded in pine forests, through which glimpses of the Wular Lake, of Haramukh and the Pir Panjal ranges are obtained, getting grander as one ascends. Good water is brought by pipes from a higher marg. The water supply is scanty. No supplies are obtainable at Tragbal. Half-an-hour higher up is Hafkalan marg suitable for camping.

2. **Tragbal to Gorai**, 13 miles, from B. 24½.—Winding up through the forest the road emerges at 10,500 feet on the crest of the grassy ridge which is then followed up. This is the RAJDIANGAN PASS, of which the highest point, 11,900 feet, is five miles beyond Tragbal. There is a shelter hut here and also two miles beyond at Safedpatthar, where the road descends again more steeply in zig-zags. At the foot is Zotkusa, 3 miles down, and 2 miles further was the rest-house at Gorai. There is now no rest-house at Gorai, having been destroyed by an avalanche winter of 1919-20. Snow lies in the sunless hollows all the year.

3. **Gorai to Gurais**, 15 miles, from B. 40.—Still descending the grassy valley it is five miles to the bridge at Kanzalwan and 3½ miles to Malik Kadal bridge which collapsed 1915. Kanzalwan bridge rebuilt 1916. Old road on left bank used to Gurais through forest, moderate ascent and descent rough and slippery in rain.

The main road was on the right bank, on which at 4½ miles is a bridge (Wamper). Two miles further is a bridge by the Fort, now rebuilt as office of Naib-Tahsildar and police chauki and the dak bungalow is half a mile further.

There is a post and telegraph office one mile below the Fort. Gurais is about 7,800 feet above the sea, and has a pleasant summer climate though not very bracing.

The splendid limestone mass opposite Gurais (north) can be climbed up the nullah in its face. It rises to 14,000 feet, the still more conspicuous pyramid at the east end is an easy climb from Chorwan, and the pass to Tilel. (Author, 1907).

There is a hill path behind Gurais leading to the Bandipura nullah. The Tilel nullah joins in a mile or so up.

4. **Gurais to Poshwari, 15 miles.**—From Bandipura 55 miles, height 8,500 feet.

Two miles from the bungalow the path enters a narrow valley; and two miles further it crosses to the left bank. Below this, Chorwan bridge on the left is Sonawan, from which the bridle-path to Tilel crosses the high ridge. See routes 23-24. A mile on is another bridge, the road again crossing to the right bank. Two miles from this are the huts of Zain; and one mile on is Bangla, formerly the stage. The old path to Kamri diverged near here, but the new track is now two miles on. There is a gradual ascent and then descent to cross side torrent. It is $3\frac{1}{2}$ miles from where the paths diverge to the bungalow at Poshwari—two rooms with bath-rooms.

5. **Poshwari to Burzil Chauki, 11 miles, from B. 65 miles, height 11,740 feet.**

At 41 miles the road turns a corner into the more open grassy valley of Minimarg. Here is the highest Imperial telegraph station in India and a small village 9,300 feet.

Turning left, it is 6 miles gradual ascent to the Burzil bungalow. The Deosai route to Skardu turns off here, see page 157. This march is dangerous with avalanches in April and May.

6. **Burzil to Chilam, 17 miles, from B. 83 miles.**

It is a rather steep and then gradual ascent to the Burzil Pass, 13,900 feet. It is long blocked with snow in winter, though dak runners struggle through.

At 5 miles is a stone rest-house; a long gradual descent follows; after 5 miles is another stone rest-house, Sardar Kothi, from which it is 6 miles on to the bungalow.

7. **Chilam to Gudhai, 16 miles, from B. 99 miles.**

Still descending it is $4\frac{1}{2}$ miles to Das bridge, there is scanty cultivation; the valley contracts and becomes less fertile and more rugged, Three-and-a-half miles on is Krim polo-ground; then 8 miles to Gudhai bungalow. Here turns off the Alampi La route to Skardu, page 159.

Not far from this, by ascending the hill on the right a short distance, a very fine view of Nanga Parbat can be obtained.

8. **Gudhai to Astor, 17 miles, from B. 117 miles.**

Seven miles down is the Upper Naogam bridge; then another; then turning a corner, the river joins the Astor river, which is crossed by the Gurikot bridge; a steel cable suspension one 190 feet span, above which on

the left bank is an inspection bungalow, P. W. D. Then the road ascends 600 feet. It is 6 miles to the bungalow, post office, telegraph office, and polo-ground at Astor. The fort is a mile further. There is a cantonment and bazar. The Gilgit Residency has summer quarters on Rama marg, a few miles up the hill from Astor. Political Agent's hut here. It is a very pretty Alpine place. There is a Tahsildar in civil charge of the Astor district.

Retracing our steps, we will follow **KAMRI PASS ROUTE** from Gurais to Astor. It diverges near Bangla on the other route.

Gurais to Kamri, 15 miles.—From near Bangla steady zigzag ascent to Kamri bungalow. No supplies. The scenery is fine.

5. **Kamri to Shankargarh, 25 miles.**—Cross Pass 14,100 feet. Fine view of Nanga Parbat. Descend 700 feet to head valley, then gradual on the grassy slopes. Good bungalow at Kalapani, 14 miles from Kamri; no supplies. Then more level grassy stretches to long hut, not fit for habitation except in emergency; no supplies.

6. **Shankargarh to Ratu, 16 miles.**—Steady descent; one or two hamlets, a few trees. Bungalow, no post nor supplies unless the troops are encamped here which does not necessarily happen every summer. Height 8,400 feet.

7. **Ratu to Astor, 21 miles.**—Get some fine views of Nanga Parbat pass Mons and Chagam. Then cross the Rupal nullah. The huge granite boulders in the moraines testify to the enormous glaciers which used to fill this ravine, which turns up on the left towards Nanga Parbat. The swift chocolate-coloured torrent is crossed by a wooden bridge. A rough path turns off to the left to Chorit, a beautifully situated village, and some 3 miles further is Tarshing, a village surrounded by Alpine pastures and close to the foot of the glaciers immediately above which the vast precipices and towering snowy dome of Nanga Parbat rise towards the zenith. The glaciers seem to have advanced of recent years.

The river from the Rupal nullah has tunnelled beneath the ice and the crevasses have closed owing to the obstruction of the opposite cliffs.

There is a pass at the head of the Rupal nullah into Chilas. The Mazenu pass, 17,000 feet high, crossing the west spurs of Nanga Parbat. Part of the Kashmir army crossed it in 1865.

It is crossed on the second march up from Tarshing.

8. **Tarshing to Buner, Chilas.**—3 stages.

1. To Kaonagod—14 miles up Rupal nullah.

2. To Zamalbazi—12 miles cross pass.

3. To Buner—10 miles, village.

Here join route by the Barei Pass to Chilas.

Nanga Parbat.—(26,696 feet) is the culminating point of the Kashmir ranges, and is, in some respects the grandest mountain in the world. Though linked with the central chain of the Himalayas, it is turned at right angles to the general axis, and is parallel to the Indus where the latter takes a decided bend southwards. It is seen from the Murree hills over 100 miles away. At its foot are large glaciers. Those on the east descend into the Rupal nullah to a level of about 9,000 feet.

As none of the mountains around Nanga Parbat and detached from it exceed 17,000 feet, it is seen unobstructedly from all sides. Seen from Gor on the Indus a sheer height of 22,000 feet is visible within a distance of thirty miles. From the usual passes into Astor 16,000 feet vertical is seen.

The outline and grouping of this great mass, rising glistening white with pinnacles of ice, and dome of snow above the dark lower ranges just as some huge marble cathedral rises above all meaner buildings is a sight never to be forgotten.

King amidst kingly mountains,
 Monarch o'er snowy height,
 Girdled with glacial fountains,
 Fenced by avalanche might.
 Battlements towering skywards,
 Pinnacles glistening bright;
 Who shall dispute Diyamir,
 The crown that is thine by right?

A. N.—1887.

The death of the gallant Mr. Mummery in 1895, with two Gurkha guides, marks the dangers of these inaccessible peaks. They were probably swept by an avalanche. The weather conditions of Nanga Parbat (Diyamir) are seldom favourable for many consecutive days. The climbers attained no great height. The conditions in the Karakorum are far better for ascending to the greatest heights. Dr. Norman Collie states that in July 1895 the weather on Nanga Parbat was very favourable.

Below the Rupal nullah the road is taken along the face of cliffs by some new rock cuttings; it is $6\frac{1}{2}$ miles from Rupal bridge to Gurikot village, thence a mile to P. W. D. bungalow where the Kamri route rejoins the Gilgit road, which we resume for Astor (see page 172).

There is a new road from Astor to Ramghat which does not touch Dashkin or Doyan, and saves 6 miles. If necessary camp at Mishkin 17 miles from Astor.

9. **Astor to Dashkin**, 14 miles; from B. 132 miles, height 7,800 feet.

In summer the marches beyond this are hot; the mountain sides barren. At 11 miles is Harcho bridges, and another a mile lower down, then a rise to the little village on a plateau. There is a waterfall near bungalow at stage.

10. **Dashkin to Doyan**, 11 miles, from B. 143 miles, height 7,800 feet.

Four miles through the Mushkin forest with cold clear streams, then ascend to a corner whence a fine view, then steep descent to stage, and bungalow at stage.

11. **Doyan to Bunji**, 18 miles, from B. 161 miles.

The Hathu Pir, with a zigzag descent of 4,000 feet, has to be traversed. Road sometimes impassable. A trying journey especially if hot: in summer the heat is fierce. It is 11 miles to Ramghat bridge and thence 7 miles to Bunji bungalow; there is also a post and telegraph office.

12. **Bunji to Pari Bungalow**, 17 miles, from B. 179 miles.

Bunji is on a sandy waste, formerly used as a convict settlement. It is 7 miles on to Partab Singh bridge over the Indus. A fine structure of 320 feet span. Formerly there was a ferry here. There is a winter route along the Indus to Skardu. In the cold weather there is a ferry which crosses the river just above Bunji. This saves 3 miles to Pari Bungalow.

Some miles down, south of Gor, is the side of a huge landslip in 1840. It blocked the Indus back for six months, and the lake formed extended to Gilgit. The dam gave way at last with great rapidity and a most destructive flood swept the whole valley down to Attock. A Sikh army is said to have been overwhelmed on a plain below Derbend.

A direct route from Bandipur to Chilas branches off from the top of the Rajdiangan Pass, *via* Khel and the Barei Pass.

From Chilas the road proceeds as far as Leychor where the Indus has been newly bridged, it crosses to the right bank and goes *via* Thalich and Partab Singh bridge and thence as before to Gilgit.

A new road now leads down the river to Chilas, joining the main road at Ramghat bridge.

It is 6 miles from the great bridge to the middle of Dak Pari; thence 4 miles on to the bungalow. It is a desert region, with fierce heat in summer and sandflies.

13. **Pari Bungalow to Gilgit**, 18 miles.

It is 9 miles to Minawar village, 7 miles on to Jutial barracks and 2 miles to Gilgit, where is a post office, telegraph office, fort and several officials' houses.

The Political Agent resides here in winter, and there is quite a little colony of English officers.

GILGIT.

The country is a barren one, with lofty precipitous mountains, narrow rocky gorges swift glacier-borne torrents, and only narrow strips of cultivation around stone-built villages. It is, nevertheless, of no small political importance.

Up to 1842 neither Astor nor Gilgit had been annexed by the Sikhs. At that date an invasion from Yasin drove out the former rulers of Gilgit, who appealed for help, to the Sikhs; a few regiments were sent and the Sikh commander, Nathu Shah, occupied Gilgit, and married the daughters of the Rajas of Yasin, Hunza and Nagyr. Since then the history may be briefly summarized. In 1847 a raid from Hunza was followed by an invasion of that country; it was unsuccessful, and Nathu Shah was killed.

In 1852 Gilgit was invaded from Yasin, a large relieving force from Astor was annihilated, and the garrisons were massacred.

In 1860, under Devi Singh, the whole country was re-occupied, and even Yasin overrun. A punitive expedition to Hunza in 1865 utterly failed, and the tribes around Gilgit again rose. The fort was invested, but reinforcements arrived and the besieging hordes broke up.

Darel was then invaded. Since that time the Dogra ascendancy has been undisputed, although the Hunzas more than once gave trouble, and even captured the frontier fort of Chaprot.

This was fully avenged by the very successful expedition (1891-92) under the orders of Colonel Durand, which captured Nilt by assault, and, in spite of glaciers, precipices, and a brave foe, stormed the sangars beyond, thus turning the flank of the defenders; then pressing on captured the whole country without further fighting, thus reducing all opposition up to the Pamir and Chinese frontier.

This was followed up by the brilliant conquest of Chilas by a mere handful of troops under Sir George Robertson.

Astor, Gilgit and some of the countries beyond are inhabited by a race termed Dard, and classified by many ethnologists under the name Galcha. They are of Aryan type.

There are considerable local differences, but, as a race, they are of medium height and strongly built. Their features are long and oval, head doliocephalic, nose strongly curved, expression rather fierce and sinister. Some few are of fair complexion and light eyes; but they are not so fair as the Kashmiris. They usually wear dark woollen clothes, with a

peculiar cap made of a bag with its edges rolled up. They are an independent and bold race, more straightforward than the Kashmiris and less blood-thirsty than the Pathan. All are Muhammadans except the tribes of Kafirstan. Some of the districts bordering the Indus are republics. Communication with Badakhshan is easy by the Darkot and Barogil Passes, which are the lowest depressions in the great Hindu Kush and Karakorum chains, from Bamian on the west to the unknown passes of Tibet on the east.

The country, however, is of such an unfertile and difficult character as to be only practicable for small bodies of men. Some of Timour's hordes entered Chitral from the north, but none but Mongols and Nomads could have done so.

HUNZA AND NAGYR.

Protected by giant mountains and unfordable rivers these tribes lived in security on the banks of the Hunza river. Numerous well-cultivated villages are scattered about and are most charmingly fertile. The former Chief or Thuni of Hunza sent marauders across the Kilik or Shimshal Passes, who attacked Yarkand caravans. Frequently the two tribes would fight one another, but occasionally combine to raid the Gilgit district. They are now tributary to Kashmir and a British officer on political duty resides in Hunza. The people seem well content with a peaceful administration and just rule which interferes little with any internal affairs.

Tribal levies were sent to Chitral in 1895, and were loyal and useful. The population of the whole valley does not exceed 15,000 and is fairly well off. Wheat, barley, millet, &c., are grown, and many kinds of fruit. By religion the Hunzas are Muhammadans of the Mulai sect; the Nagyr are Shias.

Some gold is found in the rivers.

The routes from Gilgit to Hunza, Nagyr and to Gakuch are given in the tables.

Kashmir to Astor via Gagai.—(Ward)—Kanzalwan is the point of divergence from the main road to Gilgit.

1. **Kanzalwan to Thaobut**, 9 miles.—Pass Bagthor.

2. **Camp**, 10 miles.—March 2 miles up the Gagai branch of the Chota Gagai, and camp under pass. Difficult going owing to the water across track.

3. **Camp**, 6 miles.—Cross rather high but easy pass, camp in Rehart glen.

4. **Lohinhada**, 6 miles.—A short march down ravine, then ford Kamri stream to main road. (See p. 172).

The district on the Kishenganga river below Gurais is called Drawa. The valley is throughout narrow and scantily populated, and with inferior paths. A path, in places high above the river, leads from Guris *via* Shardi to Muzaffarabad. There is a small amount of traffic in summer between Khagan on the west and Kashmir which crosses the lower part of the valley near Charkot.

Another route from upper Khagan and Chilas crosses at Shardi, *vide* Route 22. A very direct route to Chilas is *via* Khel, and was traversed by the author in 1896. The stages are as follows:—

1. **Alsu to Dewar**, 12 miles.—Five-and-a-half hours. Cross low ridge into Lolab Valley.

2. **Dewar to Krurus**, 14 miles.—Five hours through the Lolab, arrange for coolies and supplies for 14 days.

3. **Krurus to Camp**, 18 miles.—Eight hours. Cross a ridge 10,000 feet, descend wooded valley.

4. **Camp to Duch**, 9 miles.—Three-and-a-half hours. A Gujar village in Matsil nullah; cross and recross the stream.

5. **Duch to Khel**, 15 miles.—Five hours. Descent to Kishenganga river, cross and follow down right bank.

6. **Khel to Mori**, 15 miles.—Six-and-a-half hours. Ascend the pretty Khel nullah; at 2½ hours pass Domel, from which a hunter's path leads to Mir Malik nullah and Astor. One or two huts, the last habitations.

7. **Mori to Camp**, 18 miles.—Eight-and-a-half hours. Pass at 10th mile Kalan rock caves, then ascend 2,000 feet to Barei Pass, 14,500 feet, steep descent (snow in September), and follow down valley, a goatherd's hut.

8. **Camp to Poloi**, 10 miles.—Five hours. Pass a lake, then steeper descent to village.

9. **Poloi to Hallalah**, 8 miles.—Two hours. A level but bad path along Pari. Good camping-ground. Supplies obtainable.

10. **Hallalah to Bunar Parao**, 12 miles.—Three hours. Steep ascent for about 2 miles and thence steep descent to Bunar Parao where there is a small bungalow.

11. **Bunar Parao to Chilas**, 16 miles.—Four hours. A good road on left bank of Indus. No trees or shade and very hot in summer.

12. **Chilas** is on the left bank of the Indus 3,700 feet above sea level. There is a modern fort occupied by two companies of the Kashmir Imperial Service Troops. Here is the residence of the Assistant Political Agent. There is a direct road from Chilas to Abbottabad *via* the Babusar Pass (See route 21, page 216).

APPENDIX I.

RULES FOR VISITORS TO KASHMIR.

As these are numerous and frequently altered, it is not advisable to print them here *in extenso*. Copies can be obtained on application to the Director visitors' bureau, who registers the names of all visitors.

All matters connected with Kashmiri servants, boatmen, etc., should be referred to him.

An abstract of some of the chief rules may be given as follows:—

1. Passes to visit Ladakh must be obtained from the British Joint Commissioner.

2. The Banihal route is now open to motors. The other ordinary routes open to the public are by Murree, Havelian, Pir Panjal and Poonch.

3. Special passes are required for Gilgit.

4. Visitors may not occupy houses in the town of Srinagar nor camp in certain specified gardens, without permission.

5. If carriage is required, thirty hours' notice should be given. Carriage and supplies may not be demanded except at proper stages.

6. Visitors are requested to see that their servants do not import articles for sale on which duty is leviable. They are also responsible that their servants discharge their debts before leaving.

7. Uniform should be worn at State banquets.

8. Certain preserves are fixed for game in addition to the private jagirs.

Licenses for shooting are necessary, and there are closed seasons, as well as limited number of heads allowed per gun. The detailed rules can be obtained from the Secretary, State Rakhs.

9. Fishing is prohibited in all sacred tanks and between the first and third bridges at Srinagar.

Special fishing licenses are needed for the lakes and rivers.

There are also special rules with regard to the occupation of quarters at Srinagar or Gulmarg. For details the official rules should be consulted.

TARIFF OF BOAT HIRE.

The hire of a first-class dunga with crew is Rs. 45 per mensem. The crew should consist of at least four persons, women and children over twelve years of age to be considered as able-bodied members of crew.

The hire of a shikara is determined by the number of the crew, who are paid at the rate of 12 annas each a whole day and 6 annas for the shikara or Rs. 7 or 8 per mensem, and Rs. 2 for the boat. When boats are taken out of Srinagar, boatmen are entitled to *rassad* at the rate of half-anna per man per diem.

TARIFF OF DUNGA HIRE BY DISTANCE.

	Rs.	A.
From Baramulla to Srinagar, per boatman..	1	8
From Srinagar to Baramulla, per boatman..	1	0
From Srinagar to Islamabad, per boatman..	1	8
From Islamabad to Srinagar per boatman..	1	0
From Srinagar to Awantipur, per boatman..	0	12
From Srinagar to Ganderbal for the trip ..	1	4

When boats are ordered from Srinagar to meet a visitor at any place, half hire of the boat from Srinagar is payable in addition to the fare to the place where the visitor is proceeding. When a boat is not used on the date for which it is ordered, annas eight per diem is payable for detention.

TARIFF OF HIRE OF COOLIES, PONIES, &c.

I.—In all localities in the territories of His Highness the Maharaja of Jammu and Kashmir, the standard rate shall be paid for the hire of coolies, ponies, &c., except where otherwise specially provided.

II.—The standard rate in the said territories is as follows:—

For Coolies	..	..	6 to 8 annas per stage
„ Kahars	..	..	9 to 12 „ „ „
„ Riding ponies	..	..	1 rupee „ „ „
„ Baggage and servants ponies	..	..	12 annas „ „ „
„ Yaks or bullocks	..	..	10 to 12 „ „ „

A cooly's load is 25 seers, and the load of a pony, yak or bullock is 80 seers. For unofficial stages, coolies $\frac{1}{2}$ anna per mile, baggage ponies one anna per mile.

Travellers must provide, at their own cost all ropes required for securing their baggage.

CENSUS OF 1931.

Jammu Province	..	..	..	1,788,441
Kashmir Province	..	..	..	1,569,218
Frontier Districts	..	..	..	288,584
Total				3,646,243

The population of Srinagar is over 170,000.

RELIGIONS.

	Jammu.	Kashmir.	Frontier.
Muhammadan, per 10,000	.. 6,100	9,421	8,607
Hindu „ „	.. 3,720	442	58
Budhists „ „	.. „	..	1,324
Sikhs „ „	.. 163	135	6

There are 2,263 Christians in the State, of whom 198 are Europeans and 123 Anglo-Indians. The total number of Christians in Jammu is 1,753.

EDUCATION.

Of the Muhammadans aged 5 years & over	1.9 %	can read and write.
Of the Hindus „ „	11.7 %	ditto.
Of the Christians „ „	29.9 %	ditto.
Of the Indian Christians „ „	15.9 %	ditto.

KASHMIR GLACIERS.

Some of the largest glaciers in the world are to be found in the extreme north of Kashmir, such as the Siachen, Baltoro, Biafo, Hispar and Choga Longma. In the middle range, especially around Nanga Parbat and Nun Kun, there are also large ones.

In Kashmir proper, *i. e.*, the watershed of the Jhelum, there are a few small ones such as those of Kolahoi. And on the southern side of the valley in the hollows of Tatakuti and Brahma

Sakul there are permanent beds of névé of considerable size and depth but not properly denominated glaciers. Of very recent years the subject of glacial movements has been receiving study by a Commission Internationale des Glaciers, and the Geological Department in India is taking it up. In Kumaon and Lahoul some surveys have been made; but the most important work was done by Mr. H. Hayden in Nagyr. Apparently in most parts of the Himalayas the glaciers fluctuate in size, but the alteration of a few hundred feet is spread over long periods. But in Hunza and Nagyr the phenomenal, I may say unique, movement of some miles in a few months has been attested by reliable witnesses.

My information (September 1906) was that the Hassanabad glacier had advanced 6 miles in three years, the advance each year being between the beginning of June and end of August and being greatest in 1905. This modifies slightly the statements made to Mr. Hayden (Geological Survey of India, Vol. XXXV, part 3, page 135), and seems more probable.

The local appearances quite agree with the statement of the Wazir, that 40 years ago the glacier was as far or even further down the valley. And it appeared to me that in geological time the glaciers from Hispar and other lateral valleys of the Hunza river extended some miles below Aliabad, and that the plateaux on either side of the river, now so richly cultivated, are mainly ancient moraine.

The Yengutsa glacier above Hispar village has also advanced about two miles since it was mapped in 1892 by Conway. This work of surveying is far too extensive to be taken up thoroughly by the Geological Department. And it is one in which travellers and sportsmen can render valuable help. It is officially suggested that photographs (with the camera level) should be taken from some marked spot near the snout of any glacier. A cairn may be built and a rock marked by chisel or paint. Especially noting the ice cave where the sub-glacial stream escapes. There should be some easily recognised landmark in each photo. Any measurements, or simple plane-table survey of the snout would much enhance the value of a report.

POST AND TELEGRAPH OFFICES.

In Kashmir.		Murree Road Offices— <i>concluded.</i>		Jammu District— <i>concluded.</i>	
Srinagar Head Offices P. & T.		Uri	P.&T.	Banihal	P.&T.
Bandipur	P.&T.	Rampur	P.	Batoti	P.&T.
Badgam	P.	Baramulla	P.&T.	Bhadrawah	P.
Baramulla	P.&T.	Pattan	P.	Chineni	P.
Bijbehra	P.	Bagla	P.	Doda	P.
Doru	P.	Phagwari	P.	Dansal	P.
Gandarbal	P.&T.	Dewal	P.	Kahna Chak	P.
Gulmarg	P.&T.	Kernah	P.	Kishtwar	P.&T.
Gund	P.	Hattian	P.	Padar	P.
Handwara	P.			Ramban	P.&T.
Islamabad	P.&T.	Gilgit Road Offices.		Ramgarh	P.
Kangan	P.	Bandipur	P.&T.	Ramnagar	P.
Kulgam	P.	Gurez	P.&T.	Ranbir-Singhpur	P.&T.
Magam	P.	Minimarg	P.&T.	Riasi	P.&T.
Maharajanj	P.&T.	Chilam	P.&T.	Samba	P.
Mulshaibagh	P.	Astor	P.&T.	Satwari	P.&T.
Pampur	P.	Bunji	P.&T.	Tawi	P.&T.
Palwama	P.	Rattu	P.	Udhampur	P.&T.
Pahlgam (Lidar)	P.	Gilgit	P.&T.	South-East District.	
Pattan	P.	Chilas	P.&T.	Basoli	P.
Sangrama	P.	Gupis	P.&T.	Jasmirgarh	P.
Shupiyon	P.	Bunji	P.&T.	Jasrota	P.
Sonamarg	P.&T.	Tern	P.&T.	Kathua	P.
Sopor	P.&T.	Ladakh, &c.		Prol	P.
Vantipur (Avantipur) P.	P.	Sonamarg	P.&T.	South West District.	
Amirakadal	P.&T.	Dras	P.&T.	Bhimbar	P.
Achchibal	P.	Kargil	P.&T.	Dharmasala	P.
Brah	P.	Leh	P.&T.	Manglamai	P.
Bawan	P.	Skardu	P.&T.	Manawar	P.
Charar Shari	P.	Kagan	P.	Naosbehra	P.
Fatahkadal	P.&T.	Khalatsi	P.&T.	Punch	P.&T.
Gulmarg, West	P.	Terkati	P.	Rajaori	P.
Langet	P.	Mulshaibagh	P.&T.	Shera	P.
Nasimbagh	P.	Tolti	P.	Seri	P.
Naushera	P.	Shigar	P.	Thana	P.
Sri Rambirgang	P.&T.	Khapahu	P.	Bagh	P.
Tral	P.			Hajeera	P.
Vernag	P.	Jammu District, &c.		Kotli	P.
Murree Road Offices.		Jammu Head Office P.		Phuljhari	P.
Kohala	P.&T.			Palandari	P.
Domel	P.&T.	Jammu Mandi	P.	Rawalkot	P.
Muzaffarabad	P.	Akhnar	P.		
Garhi	P.&T.	Arnia	P.		
Chaktohi	P.				

STATE DISPENSARIES.

At most of these there is a good supply of ordinary medicines, and an Indian doctor.

Jhelum Valley Road—Muzaffarabad, Uri.

Kashmir Valley.—Baramulla, Tregam, Sopor, Bandipur, Islamabad, Shupiyon.

City.—Main Hospital, Diamond Jubilee Zanana Hospital, and two branches, Gulmarg in summer.

Kishenganga Valley (West).—Titwal.

Jammu Province (West)—Mirpur, Kotli en route to Poonch.

Pir Panjal route.—Bhimber, Naoshera, Rajaori.

Akhnur.—16 miles N.-W. of Jammu.

Hamirpur.—30 miles W. of Jammu.

Jammu.—Town Hospital.

Riasi.—36 miles N.

Udhampur.—2 stages, N. on Banihal route.

Ramban.—4 stages N. on Banihal route.

Banihal.—

Eastern District.—Kathua, Hiranagar, Basohli, Ramnagar, Badarwah. Kishtwar, up the Chenab Valley, Doda, Padar or Athali, east of Kishtwar.

Ladakh Province.—Kargil, Leh.

Baltistan.—Skardu, Khapalu.

Astor.—Rattu, Astor, Bunji.

Gilgit.—Gupis, Nomal, Chalt, Hunza-Nagar, Gilgit.

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ROUTES INTO KASHMIR.

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ROUTE 2.—Jammu to Srinagar via Akhnur and Rajaori.

(Compare 2b. and c).

No.	Stage.	Miles from last stage.	REMARKS.
	Jammu, b. s. c. ..	..	Station on North-Western Rail- way.
1	Akhnur ..	18	Here cross Chenab by ferry.
2	Chauki Chora, s. c. ..	13½	Ascending a low range.
3	Thandapani, s. c. ..	13	Along a nullah, after crossing Kali Dhar.
4	Dharmisal, s. c. ..	10	Cross low spurs and stream.
5	Sialsui, s. c. ..	10	Cross high ridge.
6	Rajaori, b. s. c. ..	14	Join Pir Panjal Route (see page 29). There is a hill path from here to Kotli, Route 3, stage 6.
14	Srinagar ..	95	
	Total ..	173½	

ROUTE 2 (a).—Jammu-Riasi-Gulabgarh Pass, Islamabad.
(Anant Nag.)

Map No. 29.

A.—Note on the route.—Village names are given, including many hamlets. The village name is not enough to locate the halting-place. Hence great difficulty in following the Guide-Book's accounts and hence also the appearance of wild confusion in the Survey map, Distances very difficult to estimate owing to nature of road. Though very hard for ponies it is not impracticable at all; but coolies are almost always employed.

	Miles.	
1. Jammu dak bungalow to Jammu Mandi	2	} 9
Jammu Mandi to Nagrota (Udhampur) cart road	7	
2. Banihal, passing at 9 miles Thandapani the usual stage, named from a fine deep well. Hot work along stream- beds in low flat valleys and over dry ridges	12	} May be done in two stages— Thandapani, Riasi.
3. Riasi—Down valley, through and through stream to Chenab at 5 miles (village Dera). Then up bed, very hot to pabbar, 10 miles. Ford Pab- bar Nullah, and pass along cliff, then through fields and a fine mango grove. Wide and difficult ford Anji Nullah (survey map, Dooda stream), Riasi just beyond; fine fort and maidan ..	16	
4. Arnas—Very hot, long climb to Salal Fort on ridges, 7 miles, long descent to bridge at Kanthan, road so far good. Thence a track down right bank of Chenab. $2\frac{1}{2}$ miles more, to nice village and camp. View of Konsa Nag range up Arnas Valley ..	14	
5. Kund hamlet, in Thru village (not any of the Tooroos of the map but be- tween and north of the two northern most marked). Steady ascent, steep near end, rising from 1,600 feet to 4,000 or 5,000. A steep slope at Kund, one bad camping-ground, and roofs	8 $\frac{1}{2}$	

Miles.

6. Hamlet in Shajru (Survey, Sarjeru, but probably well N. E. of the northernmost marked there). Easy descent to Slasu Nullah bottom, 1 mile. Crossing may be bad, a tree was thrown across in 4 hours' work. A very steep ascent, ending, in better grade about 3 miles, but again turning to rough wet ascent, tracks and streams indistinguishable on Khud. Camp on roofs, very steep hillside .. 5½
(Other road to Sahar, presumably that shown on map, was said to be impracticable).
7. Sahar group of hamlets overlooking Arnas Valley. From Shajru over ridge and along, behind longer, ascent by Kalwa (Gujar camping place) on to high ridge and along it possibly Kalo station of survey map is passed. Steep drop into Serni Nullah, smaller than Slasu, cross by tree, camp 1 mile further at a granary and roofs .. 7
8. Angrala—(Map Angril also Guides). Climb ridge above village to a saddle where pony-road direct from Serni Nullah crossing joins (used if not stopping at Sahar). Up and up over a spur, behind which is Kharai Nullah (Gulabgarh stream) far below. Mostly down hill, thence to Angrala through thin forest. Camp on roofs, steep hillside, rice and maize fields .. 6
9. Dewal—Path round through woods above cliffs, then steep shaly descent to bridge. Stream said to be impassable for days in floods, a fine torrent, with precipitous gorges. Exceedingly stiff rise opposite for 1,800 or 2,000 feet; than along curves of hillside and down into open bit of valley full of rice, at a swift torrent turn up, steep rise to Dewal (the northern one on map). Roof camp .. 6½
10. Arital (?)—Partal, Survey and Guide Over high steep ridge 2 miles, left through oaks and along Khud to a zigzag descent, Kindorah at bottom.

- A scattered Gujar village, no camping-ground visible, maize fields. Here strike main stream again and cross several affluents to a Gujar hovel and damp camp. Exactly opposite stream from head of pass falls in a fine series of cascades. Scenery really good for first time on journey. Muli Peak visible Miles.
11. **Nandmarg**—(Nandmarg or Nan Marg) over Pass 12,530. Fine and peak of the Kónsa Nag Brahma Sakal range, at valley head on left. Climb steep, passing through a wrecked forest high up, then emerging on great open slopes, dreary but easy going to actual pass (of much geological interest, see Record Geological, Vol. XXXVII, Part 4, page 288 et seq.) 6 miles. View mediocre and confined. Short cut from Pass to Nandmarg, omitting Gogalmarg, diverges immediately, choice of two halting places, one just below steep descent at, say, 10 miles, the other at far end of Nandmarg, a straggling impalpable village 2 miles long. Here mosquitoes legion (over 7,000 feet) .. 8
12. **Kulgam** Gentle descent through Hanjipur ($12\frac{1}{2}$ miles) to ford of Veshau Nullah (bridge at ordinary times?) Enter the open valley. Road good and largely level. 14
13. **Khanabal**—(Islamabad P. O., one mile beyond).—Good motor road with willows. Cross Veshau; bridges here and at Khanabal. Last 2 miles beautifully shady. Boats 11

Total distance	..	<u>117½</u>
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B.—A cross route from this to the Banihal route, joining at Ramsu stages given:—

1. **Budhan** (Survey Wooden; one of them); 2, Gul (headquarters of whole Gulabgarh Sub-tahsil); 3, Dulwa; 4, Sangaldan; 5, Sumbhar-Harog; 6 (in Ramban tahsil), Sarbagni 7 Ramsu.

C.—A cross route from Riasi to Rajaori on the Pir Panjal route:—1, Peni (crossing Chenab by Talwara ferry); 2, Thandapani (another one);

3. Dharmasala; 4. Sialsui; 5. Rajaori Marches mostly 9 or 10 miles one about 14.

GARHAL PASS.

The following is an alternative to the main route by the Pir Panjal see page 29 :—

Aliabad Serai to Biloh.—Camp 1 mile from serai on left bank of stream coming from last : march up left bank 6 miles to Nandam Sar, a lake frozen till July : grand scenery. One mile on to pass 13,080, then 2 miles along the divide, south edge, grand views of distant plains, pass little lakes, 2 miles descent to Biloh camp near stream : total 12 miles. No supplies.

Biloh to Garhal.—Slight ascent, steep long descent, nearly 8,000 feet in 5 miles, then more gradually 2 miles to Garhal. Not fit for laden ponies.

Garhal to Rajaori.—A rough descent following valley to Rajaori about 9 miles. These two stages might be done by lightly laden coolies in one day. Supplies scanty.

It will be seen that the tremendous ascent on second day would be trying if going towards Kashmir.

Rajaori to Aliabad Serai another route.

"After crossing the Rattan Pir, at its foot the path divides. The left track (east of the Pir Panjal), passing Nil Sar, leads to the Garhal Pass, 13,000 feet. Just beyond this pass is Nandam Sar, a lake a mile long and half-a mile wide, in which the Laddi river takes its origin, and runs down to join the Rambhara, a stream a little above Aliabad Serai, about sixteen miles distant. The other track crosses the Garhal Pass, about five miles to the east, at a height of 13,403 feet. Close to the Pass is Bhag Sar. The Rupri river rises at this lake, and joins the Rambhara stream, opposite a water tower, about four miles below Aliabad Serai. The track from Bhag Sar leads down the Rupri nullah for seven or eight miles; it then crosses the high ridge, a stiff climb, that forms the left bank of the nullah, and joins the Laddi track for Aliabad Serai." This route would not be open before June. (See p. 31).

ROUTE 2b.—Jammu—Rajaori.

1. Akhnur, cart road, ferry across Chenab at end of march. Small town, fort, rest-house, tahsil, &c.

(Domana canal bungalow half-way.)

2. *Chauki Chaura*. First over stony plain, then a long distance up stony torrent beds and ravines amongst the low hills, cross a low ridge and get into the sandstone country around Chauki Chaura at the foot of Kali Dhar hills. A rather long march, $4\frac{1}{2}$ hours.

3. *Thandapani*.—Ascent to Akhargali to cross Kali Dhar range, views rather disappointing; rough descent to Satot, and on through broken country to Thandapani, a stage on the Riasi-Rajaori route. An average march.

(A new road has been surveyed on this route, but there are no sign of its being made. The present road is a rough one).

ROUTE 2c.—Riasi—Ponni.

1. Ponni (cf. Route 11, march 3, where it is called Ponni). Cross Chenab by ferry, usually with a violent wind blowing down the river; and the air full of sand. Tedious march along torrent beds and ravines and repeated fordings of small streams; finally a short but steep ascent to the Ponni plateau; small town.

2. Thandapani, easy march.

ROUTES INTO KASHMIR.

Thandapani to Rajaori, see Route 2.

• ROUTE 3.—Jhelum to Srinagar via Poonch.

Early spring is the best time. Map No. 29.

No.	Stage.	Miles from last stage.	REMARKS.
1	Jhelum	..	Town and cantonment on N. W. Railway. From here car, following, with a permit, the Upper Jhelum canal and climbing a small hill road to
2	Mirpur	.. 22	Height 3,000 feet. Here hire riding and baggage ponies or donkeys, and send them on to Chaumuk to which place the road although rough is motorable.
3	Chaumuk	.. 10	This is across the river and there is a ford. The road does not cross but turns to the right and follows the eastern bank. From here car not available.
4	Nar	.. 12	The road is steep in places and winds about up and down hundreds of feet, through forests above and by the river below. Nar is a small village between two steep pine clad slopes. The first night may be spent here.
5	Kotli	.. 24	This is a convenient place for the second halt. A hundred feet above the river it stands above a green plateau.
6	Saira	.. 14	Here we enter Poonch State. This is a suitable stopping place for the third day.
7	Poonch	.. 16	About half way from Saira, coming round a bend in the road we see Poonch in the distance with its new white palace and picturesque red roofs and its old fort standing up in the centre of the town.
8	Srinagar	.. 94	The route from Poonch to Srinagar crosses the Haji Pir Pass to Uri. See pages 36 and 23. From Poonch there is a main trade route through Palandri, one branch of which goes on to Gujarkhan and the other is the road to Rawalpindi by a road possible for motors through Kahuta.

ROUTES INTO KASHMIR.

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A more direct route, unfit for laden ponies, is as follows :—

ROUTE 4.

No.	Stage.	Miles from last stage.	REMARKS.
	Jhelum	.. ..
1	Katiala, s. c.	.. 8	Here ferry across river Jhelum.
2	Mirpur, b.s.c.	.. 14	Cross low hill; a good sized town.
3	Chauhnuk, b.s.c.	.. 10	Good level road; ford Poonch river on arrival.
4	Rajdhani, s.c.	.. 8	Ford river; enter outer hills; half march only; village known as Rajdhani.
5	Gulpur, s.c.	.. 13½	Road bad; frequent ascents half way is Narh; on top of a hill beyond is Neki; Troch Fort is above encampment.
6	Kotli, b.s.c.	.. 11	Road bad for most of way. Join Route 3.
14	Srinagar	.. 124	
	Total	.. 188½	

ROUTE 4 a.—Rajaori to Kotli.

1. **Sohana.**—Cross the range west of Rajaori; a considerable ascent (2½ hours) and descent (2 hours) mostly through chil forest. A long march and a very bad rocky road, but passable for mules.
2. **Khuhiratta.**—Follow the Sohana nullah down and get into the open but broken country north of the Kali Dhar. An easy march.
3. **Kotli.**—Pleasant march, by a good road on the whole mostly through the fringe of the chil forest, until the Tawi crossing about ½ through. An average march.
(Tahsil, Police Station, Post Office, Dispensary.)

ROUTE 4b.—Kotli to Mirpur.

1. **Tharochi** (Golpur village); road mostly high above the Poonch river, and would be easy in dry weather, but extremely slippery in wet. Crossing of Tawi (Bahn) may be awkward in rainy weather. An average march. Tharochi Fort, with a garrison of five chaukidars, is an imposing object on a hill top up the nullah.
2. **Rajdhani.**—Quite a short distance on the map, but a fairly long march, about 5 hours. Considerable descent to cross the torrent coming from Khwas, then long ascent over sandstone slopes through chil forest.

Good views. Through Nar, a large village, beyond which is a high corner overlooking the river; this used to be dangerous but has been improved. After this bare sandstone hills very steep on one face; cross two such ridges, one of considerable height, and so to camp.

3. **Mirpur.**—First part of march amongst low bare; "pabis," and along the sandy lands down by the river. Last part easy.

Mirpur has numerous public buildings, district offices, tahsil, police station, jail, &c. It is a considerable town.

Jhelum can be reached in one long march, see Route 3.

ROUTE 4c.—Mirpur to Bhimber.

Two marches, easy and uninteresting, tahsil, etc., at Bhimber.

ROUTE 4d.—Bhimber to Akhnur.

1. Barnala.
2. Minawar.
3. Johrian (good canal rest-house).
4. Akhnur.

These are all marches of reasonable length in the plains.

ROUTE 5.—Poonch to Rawalpindi. Map No. 28.

New road.—This is the direct road from the railway, and the easiest way; road still under construction.

1. **Poonch to Hajira**, 16 miles.—Cross suspension bridge, 360 feet long, damaged by flood last year, under reconstruction, a temporary bridge is meanwhile maintained, cart road on left bank for 8 miles, bridged and drained throughout. Sahra—Kotli, road continues from Madharpur down the left bank, suspension bridge at Madharpur, 310 feet, recrossing Poonch river. Fishing generally good at Sahra. Continue 8 miles, cart road under construction; passes Devarandi to Hajira; small mud rest-hut, supplies and coolies available if notice is given to Tahsildar.

2. **Hajira to Tarar Khal**, 11 miles.—Graded ascent, road under construction. Ascent never exceeds one in twelve, and is for 6 miles nearly level, passes Bhongo, Narwal. Tarar is one mile below and beyond Helan.

3. **Tarar Khal to Palandari**, 20 miles.—Six feet road, well graded, small rest-hut, supplies and transport through tahsil only, there are six shops scattered round; and a branch dispensary, on stage the following are passed:—Papinar, Goral, Lawna, Chomria, Gorah, 2 pine forests are passed, otherwise through cultivation.

4. **Palandari to Lachman Pattan**, 15 miles.—Cart road graded descents native rest-hut, supplies very scanty; there are two shops on each side of the river; but supplies very limited, no coolies or mules available locally.

5. **Lachman Pattan to Kahuta**, 20 miles.—Cross suspension bridge to British territory; bridge road, dak bungalow, supplies and transport on previous notice.

6. **Kahuta to Sihala.**—Station N.W. Railway, 12 miles, good road (8 miles to Rawalpindi).

N.B.—Obtain a parwana from H. H. the Raja of Poonch for transport and supplies. This road should now be open through for ekka traffic. The Hajira river will be crossed by a proper suspension bridge. 140 feet span, and a small hut will be made at Zarar. The tahsil, it is expected, will be taken to Palandari where a sarai will also be built by H. H. the Raja Sahib, another sarai will probably be made at Sihala for the convenience of Poonch visitors.

ROUTE 6.—Muzaffarabad to Shardi via Kishenganga.

Two roads run along the Kishenganga river, one on each side of it to Karnah. But the best is along the left bank of the river. From Doarian the road is on the right bank to *Salkhalla* bridge. The roads are not well kept up and bridges on the side and main streams if carried away and not reconstructed are apt to alter routes.

1. *Muzaffarabad to Patakki*, 13 miles.—Road good but liable to slips after heavy rain. Forest rest house.

2. *Patakki to Dhanmi*, 14 miles.—Forest rest house.

3. *Dhanmi to Titwal*, 11 miles.—There is spring water on the way near Batangi near Alikot.

4. *Titwal to Shakkot*, 20 miles.—Half way Jura is passed. There is no camping ground. Tents are pitched on the roofs of the houses or near the riverbank.

Dallar is a beautiful place between Jura and Shakkot. The Jagran nullah joins the Kishenganga river here and there is a forest rest house. A road leads to *Jagran* from there. The scenery is exceptionally beautiful. From Dallar at a distance of about three miles is *Salkhalla*. The heights above are the haunt of markhor. From here the road runs up the right bank to Doarian.

5. *Shakkot to Doarian*, 20 miles. Water is handy in most places. Hale way is Keran. There used to be a bridge here with a forest road leading through Keran nullah to Shalora in Kamraj. From Muzaffarabad to Doarian is apt to be very hot after June 1st unless cloudy.

6. *Doarian to Shardi*, 16 miles.—Water plentiful. There is a bridge at Doarian. A forest road runs from it through the forest to Dudanyal, (8 miles) and from there through the Jumagand forest to Tregam in Kamraj. At Shardi there is an ancient temple. The scenery is fine. Water is handy. There is a bridge.

ROUTE 6 a.—Khagan to Dorian.

1. *Burawai* (10,000 feet) P. W. D. Bungalow to Gujar Camp 2 or 3 miles short of summit of Ratti Gali Pass distance 12 miles rising steadily through margs. Even in July there may be much snow and streams crossed and recrossed by snowbridges. The ground after Jura is known as Sayadan Maidan. One route leads off to Chutari Gali, height 13,982 feet, apt to be much snow. Only fit for colliers. This leads out by Lohat. No fuel or rations available. From Burawai to Gujar Camp 6 or 7 hours Guide necessary.

2. **Gujar Camp to Second Gujar Camp (Dhrian Baihk)**, 10 miles.—Snow on pass height 13,600 feet. To summit $2\frac{1}{2}$ hours last 500 feet very steep. 6 miles down to camp on snow just above birches. No wood or supplies available. Summit to camp $2\frac{1}{2}$ hours.

3. **Decent to Doarian (Rest house)**. Drop nearly 5,000 feet in 9 miles, time 9 hours, snow slopes, steep paths, log bridges necessitating loading and unloading. Last 2 miles leave river and ascend steeply through forest and then sharp drop down to Bangalow. Scenery very attractive.

Before end of third week of July animals cannot cross Ratti Gali Pass and even then difficult.

From Doarian for routes see Route 6.

Other Routes from *Khagan*.

The easiest is *Jalkhad*. Laden animals can do this with difficulty after 3rd week of July.

Another well-known pass is from Mandari in *Khagan* via Shikar or even Gatti Gali to *Jagran* and down to Dallar.

For these notes and corrections I am indebted to Major Thomson Glover.

ROUTE 6b.—Kishenganga to Kashmir.

ROUTE 1.—From Titwal via Karnah Valley.

1. **Titwal to Tantar**, 9 miles.—Steady ascent, good road, many villages, usual supplies, good camping-ground, height 5,500 feet.

2. **Tantar to Jalre**, 7 miles.—Steady ascent, last village Nachian, 7,000 feet, then forest, camping-ground below pass, 8,500 feet, no supplies.

3. **Jalre to Tumni**, 14 miles.—Rather steep ascent, 1,500 feet to Nachian Galli, long descent along steep slopes, then forest to Drangiani bridge, 7,000 feet, small marg (good camping-ground, no supplies or only milk), then on to villages, Zunarishi, or Tumni, 1 hour further, height 6,000 feet.

4. **Tumni to Magam**, 11 miles.—Through cultivation, villages, good path.

5. **Magam to Sopor**, 19 miles.—Cross Pohru by ferry or ford near, Wadipore, then 15 miles on a main road.

N.B.—Below Zunarishi stage 3, there is a bridge at Ruri, and a road on left bank to Shahlu at 5 or 6 miles, and on to Tregam and the LOLAB, *vide* map.

ROUTE 7.—Jammu to Kashmir via Kishtwar.

(Maps Nos. 29—46).

..	Jammu	..	..
4	Batoti, b. s.	..	51	<i>Vide</i> Route 1 p. 27.
5	Asan, s.	..	16	No bungalow; bad road, ascent and descent; follows up left bank of Chenab.
6	Kullen	..	15	Rest houses (bad), at most stages supplies scanty; coolies few.
7	Bheli	..	10	

ROUTE 7—concluded.

No.	Stage.	Miles from last stage.	REMARKS.
8	Jangalwar, s.c.	14	Joins Routes 8, 9 and 10.
9	Kandani, s.c.	13	Steep path, but somewhat improved of the late years.
10	Kishtwar, s.c.	15	A large and important place; another path <i>via</i> Bhadarwah (<i>vide</i> Route 8).
11	Moghal Maidan, s.c.	11	Cross Chenab and Wardwan rivers by two bridges; two long steep ascents (see page 84).
12	Tsingam, s.c.	11	Bridle path, pass Chatru at 5 miles. Camp above forest.
13	Sinthan	7	Cross Sinthan pass about 12,000 feet. Shorter footpath.
14	Doosoo, s.c.	14	
15	Islamabad, b.s.c.	22	Across low hills, then on level (see page 82).
16	Srinagar	44	By boat.
	Total	233	N.B.—Stages 8 to 10, better path <i>via</i> Salena, fit for hill ponies but rather longer.

This route closes in November. Most of the way is fit for hill ponies but they have to swim the rivers. It is rough road; a parwana is needed to obtain supplies or coolies. From Kishtwar better road.

ROUTE 7a.

Udhampur to Batoti-Kishtwar road at Khaleni (see Route 7).

1. Udhampur to Dramthal on the Banihal road.
2. Dramthal to Sud Mahadev on the Banihal road as far as Chineni, there turn off to the right, and for about 4 miles low down along the Tawi by a good cobble-paved road. Then turn up the hill to the left and finally a steep climb by a zigzag path to Sud Mahadev, about 1½ hours from the Tawi. About 5,750 feet and a well-known place of pilgrimage, but without any objects of interest. It is the jagir of the Raja of Chineni.

3. **Sud Mahadev to Rot.**—The path starts climbing at once, and (except for one dip of 500 feet nearly half way up) climbs steadily to the pass about 9,500 feet, reached in $3\frac{1}{2}$ hours. Descent, through forest, mostly about 2 hours. Camp on narrow rice terraces at about 6,000 feet. The path on this march is bad in many places, and sometimes a little dangerous even for a led pony. No snow to speak of early in April 1910.

4. **Rot to Parbal.**—A very short march. Down 500 feet to the nullah and up about 1,750 feet the other side. Fair path. This is about the last village of Marmat, which is a fine forest nullah with productive land.

5. **Parbal to Sarsi.**—About 4 hours, steady going by a fair path throughout which avoids crossing the main ridge behind Parbal, but rises to about 5,000 feet to cross the end of it; a good distant view of the Kishtwar snows from this point. After this there are several descents and ascents of 400—500 feet but the going is easy. Finally a considerable descent to camp on a spur at Sarsi (Ilaka Ghallian) at nearly 7,000 feet. This is a pleasant march all through.

6. **Sarsi to Khaleni.**—Straight down to cross the stream (Nala Pacha) at 5,000 feet. Then up 500 feet through Pariot and along and down the Pariot spur with a bird's-eye view of Doda and its fort at the end. Then a long and steep descent to cross. Nala Pacha again at 3,300 feet and up a few hundred feet to camp at Khaleni on a plateau overlooking the Chenab, a fairly warm place in April. This is a moderate march.

(NOTE.—By going straight from Rot down the Marmat nullah to the Kishtwar road, Khaleni could be reached in one march, but it would be long one.)

ROUTE 7b.

Another route from Sud Mahadev to Marmat is *via* Marothi.

1. **Sud Mahadev to Marothi.**—A small descent, then up about 1,500 feet a pleasant path, mostly rather steep through woods and cultivation, to a high gap in the ridge to east, with a very old, but not very big deodar up at the top ($1\frac{1}{2}$ hours). Then a hot descent of 800 feet to the nullah, and the other side to camp on the Marothi ridge at about 6,000 feet or over. About 3 hours from Sud Mahadev.

2. **Marothi to Dehra.**—A short march but a stiff climb all the way along the Marothi ridge to the top of the range behind, $2\frac{1}{2}$ hours. A led pony can get through with some difficulty; no village or supplies.

3. **Dehra to Bari (Seot).**—Long steep descent through fine forest to Behota and on by an up and down path *via* Rot to Bari. Path fair (though tiring) except towards the end on either side of Bhawani Khud, where it is in places difficult for any pony. A long march, camp at about 4,500 feet. This village is in the Chineni jagir.

From Bari, either Assar or Khaleni can be reached in one march.

Compare Route 7.

ROUTE 7c.—Kishtwar to Batoti.

1. **Kishtwar to Kandani** on the Chenab (Ural numerous on the isolated hill to south).

2. **Jangalwar** .. In the Bhadarwah jagir of the late Raja Sir Amar Singh.

3. **Bhela.**

4. **Khaleni.**

All these are easy marches on the whole (contemporary notes not available).

5. **Khaleni to Asar.**—About 4 hours' steady going. The road hardly deserves the name being rocky and precipitous in many places. There are many minor ascents and descents and one long and extremely steep spiral descent to cross the Marmat stream, close to its junction with the Chenab. The latter part of the march is rather bare and hot. Camp on fields overlooking the Chenab at 3,200 feet. "Milestone" on house. "Batoti 11½ miles" but it seems longer (jagir of Raja Chineni).

6. **Asar to Batoti.**—About 4 hours. The road runs fairly easy with minor ascents and descents until it reaches Ansi Dhar, where there is a big and steep climb of 2,450 feet to cross the ridge; then down steep about 1,750 feet to cross the Chakwa nullah and up the other side 1,100 feet to Batoti. The march is short, but a hard one for coolies, and and baggage takes some time.

ROUTE 8.—Jammu to Kashmir via Bhadarwah (not recently revised).

Maps Nos. 29—46.

..	Jammu, b.s.c.	..	..
1	Jutanwali Kui, s.	..	9	
2	Sarion Sar, s.	..	8	
3	Chain, s.c.	..	10	
4	Ramnagar, s.c.	..	15	Cross low hills.
5	Korta, s.c.	..	13	
6	Dundar, s.	..	14	Cross range, about 8,000 feet.
7	Asmas	..	10	
8	Bhadarwah, s.c.	..	13	Cross Sooji Pass, over 10,000 feet, descent to valley.
9	Jaoru, s.c.	..	17	
10	Jangalwar, s.c.	..	14	
19	Srinagar, s.c.	..	127	Join Route 7.
	Total	..	256	

ROUTES INTO KASHMIR.

ROUTE 8a.—Riasi to Udhampur.

Riasi on the Chenab, 2 miles from Jammu.

1. **Riasi to Katra.**—About 4 hours or rather less, going easy; several very deep nullahs to cross with steep ascents and descents. Otherwise easy. Katra has a small bazar, but is an empty place during the time of pilgrimage to the shrine of Triкта Devi in the summer. Monkeys abound. The side of the Triкта hill (the three peaked hill conspicuous from Jammu) is sacred, and no shooting must be done there.

2. **Katra to Udhampur.**—The best way is probably *via* Thikri joining the Udhampur cart road near the 26th milestone, in about $1\frac{1}{2}$ hours; Udhampur is about 16 miles on, and the whole march about 22. Except the dip to cross Jhajjar Khad the earlier part of the march is easy.

A more direct route across country *via* Chak Rukwalan saves some miles and is not difficult. May be divided into two short marches at Chak Rukwalan. Some of the torrents cannot be crossed after heavy rain, but this applies to both routes.

ROUTE 9.—Pathankote to Kashmir.

Map No. 46.

	Pathankote	..	..	Terminus of a branch line of rail, joining the North-Western Railway at Amritsar.
1	Madhopur, s.c.	..	10	
2	Thain, s.c.	..	15	Ferry across Ravi.
3	Basoli, s.c.	..	12	A small town, height 2,170 feet.
4	Pud, s.	..	13	Cross a ridge.
5	Hartli, s.	..	14	North-West up nullah and over ridge.
6	Lohang, s.	..	8	
7	Camp	..	16	Cross Chatar Dhar Pass, 10,000 feet.
8	Bhadarwah, s.c.	..	14	Join Route 10 or 8.
9	Jaoru, s.c.	..	17	
10	Jangalwar, s.c.	..	14	
19	Srinagar	..	127	
	Total	..	260	

There are probably serais or rest-houses, but all inferior, and carriage would be difficult if many coolies are required. Apply for parwana to Governor of Jammu by letter.

ROUTE 9a.—Basohli to Ramnagar.

1. **Udhampur.**—Rather a rough march through broken country, crossing numerous khuds—not a particularly long one.
2. **Sumarta.**—Cross high river.
3. **Samnabanj.**—Camp on the top of the Samnabanj range at about 6,000 or 7,000 feet. A long climb by a rough road, but not a long march.
4. **Ramnagar.**—Easy descent all the way.

Tahsil, etc., and "palaces" of the late Raja Sir Ram Singh.

Note.—Detailed notes not available.

The above route is not open in the winter, when it is necessary to go round through Ramkot, and strike over the hill from Thal, with a long ascent and descent by a rough path.

ROUTE 9b.—Ramnagar to Udhampur.

1. **Chanunta.**—A short march through a country of low hills and deep ravines with difficulty.
2. **Udhampur.**—An average march, rough country to Janghanu, a small and decaying town; beyond this cross the Tawi by fording when low enough and on skin-rafts when high, ponies swimming. From the other side the rise to Udhampur is easy.

ROUTE 9c.—Kathua to Basohli.

1. **Basantpur.**—An easy march, about 2½ to 3 hours' riding; road stony but not bad on the whole; pass—Lakhanpur Fort, now used as a customs post, a fine solid little building in excellent preservation, about 200 years old. Ascent at end to Basantpur plateau is steep.

Pleasant camp under mango trees.

Police outpost here.

2. **Basohli.**—The first part of the march as far as the khud marked Beli on the map, is twice as long (riding) as the apparently longer second part, owing to the abominable state of the path in the former, more especially beyond the Rajpur customs post; it could not well be worse and remain passable for animals. Thain village and fort—cf. Route 9 (2-3)—lying high on the hills with a pleasant bit of shady lane was a too short interlude; it is a steep rocky ascent of about 500 feet to get up to it, and a steep descent down to the river again after it. Elsewhere is a narrow track along the steep hill-side overlooking the river. Beyond, after going down for a short distance into the bed of the Ravi, the road is easy.

Basohli or Basoli is a decaying town. It has tahsil, police station, dispensary, etc.

The ferry over the Ravi is very badly maintained by the Gurdaspur authorities. Improvement in this respect and as regards the Kathua road is probable.

ROUTES INTO KASHMIR.

ROUTE 10.—Chamba to Kashmir.

(Authorities : J. KELLY and V. W. SMITH.)

Chamba is reached *via* Pathankote and Dalhousie. It is a charming valley, watered by the Ravi with a small town, the capital of the principality. As far as Chamba there are good dak bungalows.

Map No. 46.

1. Chamba to Manjir, 16 miles, 2. Manjir to Bhandal, 14 miles, now replaced by—

1. Chamba to Saluni, 19 miles; 2. Saluni to Bhandal, 14 miles.—A new and better graded road, which was open up to a little past Saluni camp in 1908. The road follows the Ravi right bank downwards from Chamba, turns up a side valley in the bed and again up a left hand ravine, very hot, to a low watershed at the 8th mile, Puri village. A rest-house will be built here. Down a long and rather deep ravine into the very bottom of the Sehool River Valley, about 12th mile; cross bridge and rise sharply after a mile, leaving old road to Manjir and climbing steadily round big ravines to Saluni, a fine airy side on ridge, say 6,500 feet.

2. Saluni to Bhandal, 14 miles.—The new road goes almost level along the left side (right bank) of a tributary valley coming from the Padri Pass. The old path, shorter, dips to the stream and crosses by a bridge, then up and down to Bhandal, a nice little hut and village.

3. Bhandal to Langer, 11 miles.—The same valley still followed, on left bank, right side, very trying ups and downs (alternative through stream-bed once), till Langer hut is sighted in a grand position from near a fine waterfall. A spur divides the valley in two.

4. Langer to Thanala, 14 miles.—Substitute over Padri Pass—Dip and climb the spur, then along it for miles (diversion through stream once) up and down. At a division where a steep zigzag leads to a higher meadow about 5th mile, is the last good breakfast halting place before the glen narrows (branch on the left is followed) and the woods close in. A shady bit down to ford, and up a ridge opposite looking like a knife lying edge upwards. This is not the pass, as you strike the same stream again immediately on the other side and follow it to the open pass itself about 10,500—Hovel and Gujars. Emerge on edge of hill above Thanala, desperate drop to within half a mile of camping-ground.

5. Thanala to Bhadarwah, 7 miles.—Delightful Sunday walk in pleasant valley. Bungalow at Bhadarwah good enough but for flies.

6-7. Bhadarwah to Jangalwar, 20 miles.—Crossing the stream at Bhadarwah the road climbs the ridge opposite. This is hot and trying, but the rise is only about 1,500 feet. The path then follows the Jaora ridge, on the left side for about two miles through fine forest slopes, when it suddenly turns to the right through a gap in the ridge down a small ravine. At the bottom is Jai, a pretty spot enclosed by two ridges. It is not a

ROUTE 10—concluded.

village, boasting only of a musafirkhana and a small bania's shop. The road turns to the left at Jai and follows the right side of the Jaora ridge alongside the stream, which is a feeder of the Chenab. For a couple of miles it traverses meadow land with wooded hills rising close on either hand. The valley then narrows and the stream becomes a torrent. After a steady descent of perhaps five miles the path rises above Jaora village and finally reaches the top of the ridge again, where it takes off to the left and descends the other ridge to Jangalwar. This is a steady descent of about 3,000 feet.

Camping at Joara is uncomfortable especially in wet weather, whereas ideal camping-ground can be found below Jai. It would be necessary to make previous arrangements for provisions, however, as there are no villages near.

A mobile party could do the whole march in a day, and the road is rideable everywhere near the point where the road finally turns and descends the ridge a magnificent panorama of distant snow and ice fields presents itself.

8. Jangalwar to Kandni, 10 miles.—Through the stony ravine on the ridge first, and a mile or two of bad rocky path, then better by the Chenab to Tatri P.O. village, and bridge over side stream at its junction. Here is the turn northwards of road and river. Except for a bad shaly corner beyond the next big torrent, all is now plain sailing to Kishtwar. Kandni hovel gives room for a tent on top: villages away up the hills, here very steep. Coolies and supplies bad here, forest officers generally do not stop. The two stages combined are not hard.

9. Kandni to Kishtwar, 10 miles.—Easy and pleasant march till three miles before Kishtwar side valley takes road (new alignment, easy grades). In side valley beyond crossing chenars a fine spring, and a village just short of which the road runs up the hill in zigzags rather steep to the Kishtwar plateau. Old stone causeway will be noticed. Pass to right of fort and through bazar to Chaugan beyond town; magnificent chenars and open outlook.

N.B.—There is a tight place 2 or 3 miles out between Bhandal and Langera, where ponies do not generally pass; otherwise the whole route would be rideable, only bad on the Padri march.

Travellers will do well to consult Hutchinson and Rose's Guide to Chamba (Civil and Military Gazette Press, Lahore).

ROUTES INTO KASHMIR.

ROUTE 11.—Jammu to Srinagar via Budil Pass.

(Authority: General J. TYNDALE BISCOE, XIth Hussars.)

Map. 29.

No.	Stage.	Hours walk- ing.	Miles from last stage about.	REMARKS.
1	Akhnur	.. ..	18	Small town on Chenab.
2	Katar, s.c.	.. 8 hours	20	Height 1,900 feet; rough ascent and descent; village supplies.
3	Ponni, s.c.	.. 4 ..	10	2,150 feet, village supplies.
4	Bharak	.. 4 ..	10	2,700 feet, camp lower than village.
5	Powara, s.	.. 4 ..	10	2,700 feet, scattered village.
6	Korbani	.. 6 ..	12	5,500 feet, stiff climb, no village.
7	Chown Gujars,	.. 4 ..	10	8,500 feet, up and down, few huts.
8	Budil, s.c.	.. 5 ..	12	5,500 feet, cross Ans river, 4,100 feet and ascent, old fort, ponies, and supplies.
9	Gubur	.. 6 ..	12	8,800 feet, up through forest over a low pass, no coolies or supplies.
10	Delhi	.. 6 ..	10	Cross passes 12,300 and 14,000 feet, easy, no firewood at camp, no supplies.
11	Sedau, s.c.	.. 5 ..	12	6,500 feet, village supplies coolies.
12	Shupiyon, s.c.	.. 1½ ..	5	Join Pir Panjal route (see page 29).

NOTE.—This is a rough cross-country path, only suitable for sportsmen.

ROUTE 12.—SIMLA TO KASHMIR (VIDE ROUTE 14).

- (a) One route is *via* Bajora (11 marches) and Baijnath (16 marches) to Chamba (24 marches), thence as in Route 10.
- (b) Another *via* Bajora (11 marches) up to the Kulu Valley, across the Rotang Pass (16 marches) into Lahoul, thus far on the main route to Leh. It continues, however, down the Chenab through Pangti and Padar to Kishtiwari, 30 marches from Simla thence as in Route 7, in all 37 marches and 500 miles. Hill ponies and baggage animals cannot traverse this route.
- (c) From Kalka *via* Suket, Palampur to Bhadarwah, etc.

ROUTE 13.—SIMLA TO LEH *Via* KULU AND LAHOUL.

No.	Stage.	Miles from last stage.	REMARKS.
			M. from Simla.
1	Phagu (8,167 feet) ..	12	Dak Bungalow, P. O. Tele- M. F. phone .. 11·7
2	Theog (7,453 feet) ..	5½	Dak Bungalow, P. O. .. 17·5
3	Matiana (7,897 feet)	11½	„ „ P. O. .. 28·7
4	Narkanda (9,192 feet)	11	„ „ P. T. O. .. 40
5	Luri (2,600 feet) ..	13	„ „ .. 53
6	Ani (4,100 feet) ..	12	Civil Rest-house, Salvation Army Mission, P. O. .. 65
7	Khanág (8,300 feet)	9	Civil Rest-house .. 74
8	Shoja (8,800 feet) ..	6½	Civil Rest-house, Cross Jalore Pass* .. 80·4
9	Banjar Kundun (5,000 feet) ..	10	P. W. D. Rest-house, at Kundun Tahsil, P. O., Dispensary 90·4
10	Larji (3,160 feet) ..	11	Civil Rest-house .. 101·5
11	Bajaura (3,350 feet)	11½	Dak Bungalow, P. T. O. .. 113
12	Kulu (Sultanpur) (4,086 feet) ..	9	„ „ Tahsil Hospital, P. T. O. .. 122

*Short cut to Jibhi by old road saves 2 miles.

ROUTES INTO KASHMIR.

ROUTE 13—continued.

No.	Stage.	Miles from last stage.	REMARKS.
			From Kulu M.F.
13	<i>From Kulu—</i> Katrai (4,800 feet) ..	12	Bungalow, P. O., Nagar 2 M.E., residence of the Asst. Comr., P. T. O. .. 12
14	Manali (6,200 feet) ..	11	Civil Rest-house, P. O. .. 23 T. O. Khansaman in summer.
15	Kothi (8,500 feet) ..	7	Civil Rest-house, P. O. .. 29·7
16	Koksar (10,431 feet) ..	12½	P. W. D. Rest-house at Raka 2 miles. Cross Rohtang Pass 13,040 feet .. 42·5
17	Sissu (10,153 feet) ..	8½	C. Rest-house .. 51·2
18	Gondla (10,282 feet) ..	7½	P. W. D. Rest-house. A minor Thakur of Lahoul's house 58·6
19	Kailang (10,383 feet) ..	10½	Moravian Mission, P.O., C.R.H. .. 68·7 Dispensary (Summer) Wazir lives here.
20	Jispa (10,500 feet) ..	13¼	C. R. H. .. 82·2
21	Patseo (12,464 feet) ..	10	P. W. D., R. H. .. 92·2
22	Zingzingbar (14,060 feet) ..	6	Serai, scanty grazing and fuel .. 98·2
*23	Kinlung (15,120 feet) ..	13	Serai, scanty grazing and .. 110·2 fuel.
24	Serchu (13,950 feet) ..	9½	Serai .. 120
25	Rachog-ba (13,400 feet)	8	Road over plain. Ford Tsarap river at 3 miles, camp at foot of ascent to Lachuling Pass, scrub fuel, no supplies.
26	Samdu (15,522 feet) ..	8	Stiff ascent, up zigzag 2 miles, then easy, no supplies, grass or fuel, camp 2 miles from top of Pass.
27	Pang (15,200 feet) ..	16	Cross easy, Lachutung Pass (10,630), rough descent, no sup- plies or grass; thorn, scrub fuel.
28	Rukchan (15,374 feet)	19	Path over sandy plain; sometimes Tartar camp; no supplies or grass, scrub fuel.

* By going on and camping 2 or 3 miles, grazing and fuel can be obtained. Cross Baralacha Pass. (16,200 feet).

ROUTE 13—concluded.

No.	Stage.	Miles from last stage.	REMARKS.
29	Debring (15,776 feet) ..	14	Tartar camp; take on yaks from here; camp 2 miles from Taghlang Pass: few supplies, grass and scrub fuel.
30	Gya (13,156 feet) ..	15	Easy ascent to Taghlang, steep (17,500), then occasionally pass descent, 13 miles to Gya village: serai, monastery, and few supplies, Map 45 S. E.
31	Upshi (11,395 feet) ..	15½	Good road, serai, village on left bank of Indus, supplies.
32	Marsalang (11,500 feet)	9	Two miles further inside ravine is famous Hemis monastery; serai, fuel, no supplies.
33	Chushot (10,745 feet)	13	Collection of scattered villages: cultivation, serai and supplies.
34	Leh (11,382 feet) ..	11	Supplies, bungalow, post office, etc., capital of Ladakh, Moravian Mission; British Joint Commissioner resides near bungalow. All other Ladakh routes join in here.

This route has been recently corrected by Major W. B. Cunningham, 17th Dogras. The road is quite a good hill road as far as Kinlung when the path is open maidan and very good going. Ford Tsarap river about 123 miles from Kulu.

Sultanpur is Kulu and Kulu is the name on milestones and the town is called Kulu by the people. The name Sultanpur is not used.

Permission to occupy rest-houses is obtainable from Departmental Officials concerned. Assume that there are no sweepers at any rest-houses. Bungalows in Kulu have them for the most part.

Pay for supplies and pay coolies personally, do not leave this to servants.

NOTE.—In going down from Ladakh take yaks from Debring to Darcha.

ROUTES INTO KASHMIR.

ROUTE 14.—PALAMPUR TO LEH.

No.	Stage.	Miles from last stage.	REMARKS.
..	Palampur	76	From Pathankote Railway Station, or 96 miles from Jullundur Station, mail motor can be taken. There is a bungalow (4,000 feet).
1	Bajinath	10	Bungalow and supplies.
2	Dhelu	12	Bungalow, 4,000 feet.
3	Jatingari	14	Ditto. Motors go to Mandi.
4	Budwani	15	Height 6,700 feet, bungalow.
5	Karaon	12	Cross Babu Pass, 9,000 feet.
6	Sultanpur	8	Join Route 14.

ROUTE 14a.—LEH—DEBRING *via* SKIN MARKHA.

1. Leh to Rumbak, cross Indus (long march, might go to Stock or Spitak, thence Rumbak) (Burhel, Ammon).

2. Skin, cross pass, easy.

3. Markha.

4. Langtanshan (Barkel). } No village.

5. Khara, cross pass, easy. }

6. Zalung Kurpo, 17,050 feet.

7. Oldung.

8. Sangtha, cross pass, very easy (Ovis Ammon) }

9. Zara (hares plentiful) }

10. Debring (not a full march). }

No village.

ROUTE 14b.—Debring to Tsomoriri, Kiangcho Maidan and Zanskar.

1. Debring to Thugzhe (salt lake.).

2. Thugzhe to Polokarka (camp close under pass) (Zhugzhish) (Ov Ammon).

3. Sakshang (large Chamba encampment).

4. Kurzok (Tsomoriri).

5. Yogra Nissa (camp about 17,250 feet).

6. Nanyar (cross pass over 18,000) easy (Ovis Ammon).

7. Nynma ditto ditto.

8. Sumkhel (Leh-Kulu road).

9. Lachalung Sumdo (Leh-Kulu road (Lachalung pass easy) }

10. Chaklang (partly on Leh-Kulu road. }

11. Langtarme. }

12. Kargiah Pulu. }

13. Kargiah (cross Sarichan La 18,300 feet), not difficult path avoids the small glacier at top (see Route 16a).

14. Tetah. }

15. Surleh (Burhel Ibex) }

16. Raru. }

17. Padam (Kishrak).

Cf. Route 14
march 28 to

Bad road in places.

NOTE.—Villages at Kargiah and all subsequent stages.

ROUTE 15.—Lahoul to Kashmir *via* Zaskar.

Map 46.

No.	Stage.	Hours from last stage.	REMARKS.
..	Kyelang	..	<i>Vide</i> Route 13, dak bungalow ; take supplies as far as Padam.
1	Kolong	Miles. 13	Camp.
2	Darcha	10	Camp. Last village in Lahoul.
3	Dakbajan	Hours. 5	Grass and wood at camping-ground.
4	Ramjak	5	Grass and wood scarce, road very bad for ponies.
5	Lakong	7	Cross Sinkul La, 16,722 feet ; ascent easy, no wood, little grass.
6	Kargya	$\frac{1}{2}$	Small Zaskar village. Join Ling Route.
7	Tetha	$4\frac{1}{2}$	Better road, village on left bank.
8	Sarleb	$5\frac{1}{2}$	Change coolies at Chah ; road rough.
9	Raru	7 or 8	Change coolies at Tohar ; road rough.
10	Padam	$\frac{1}{2}$	Change coolies at Pipchah ; some supplies. Route to LEH, see Route 18 also in text, page 132, Map 45 S. E.
11	Ating	$5\frac{1}{2}$	Change coolies at Sani ($1\frac{1}{2}$ hours).
12	Abring	..	Change coolies at several pl ces. Map 45 S. W.

ROUTE 15.—concluded.

No.	Stage.	Hours from last stage.	REMARKS.
13	Bok ..	6	No village ; foot of Pense La.
14	Rangdum, s.c. ..	7	Cross Pense Pass 14,400 feet, into Suru; fairpony road, monastery. A cross route goes from this by Kang Pass in 3 days to Lamayuru or to Karbu, see below.
15	Camp Suma Bransa ..	8	Grassy valley with peaty plain. 2 hours to Shagma Karpo hamlet 1 hour through old moraine, 1 hour to opposite Shafat Chu (up which route for ascending Nun Kun), 4 hours down grassy valley to Suma Bransa—willow shelters. Skirting Nun Kun Mt. some supplies.
16	Purkatse, s.c. ..	4	Fair path down valley, bad staircase at corner, ice cliffs, Ganri glacier opposite, rough ascent to village Mohammedan).
17	Suru, s.c. ..	3	Over hill wonderful view ; steep ascent and descent ; supplies fair ; see page 149 for route to Wardwan.
18	Sankho, s.c. ..	7½	Fair road except on staircase.
19	Camp Umbala ..	7½	In ravine to Umbala, then ascent 3 hours ; slippery descent to a green valley, brushwood, grazing.
20	Dras b.s.c. ..	5	Short ascent, and very long descent cross river by bridge below Dras, bungalow ; rest of route eight marches as per pages 96-97.

The author is partly indebted for these notes to C. J. R. Fraser, Esq.

ROUTE 16.—Leh to Wanla and Suru—Cross Route.

(Authority : Rev. B. SHAW.)

No.	Stage.	Miles from last stage.	REMARKS.
1	Leh to Parka ..	8	Cross Indus at Chuglansir bridge.
2	Parka to Rumbak ..	17	Narrow ravine; bad road; at 11 miles pass hamlets Zincham; only milk and fuel.
3	Rumbak to Shingo ..	12	Fair road up Kandha La 16,000 feet; gradual descent; small hamlets; milk and fuel only.
4	Shingo to Kaya ..	8	Steep descent; bad road; small village one mile west of junction of valleys (Shio in map east of this); so far yaks from Leh; from here take coolies.
5	Kaya to Camp ..	10	Descent to Zanskar river, then very bad road, five miles; small village; Chilingon bridge from which take on milk, eggs, fuel.
6	Camp to Camp Ezang	5	Along river and upside valley; small village; change coolies.
7	Ezang to Sumda Chenmo.	8	Bad road, ascent, cross and re-cross stream several times, small village, take yaks if obtainable.
8	Sumda to Hinju ..	12	At five miles cross Gung Skyil Pass 14,500 feet (in map error Chokitah); first steep, then easy descent to village.
9	Hinju to Wanla ..	12	At first rough, reaching Wanla stream is good road; several hamlets. Wanla, a large village, a path down to Lamayuru, six miles.
10	Wanla to Dzagla (Camp) ..	14	Steady ascent of ravine; cross and re-cross stream; at three miles a natural bridge and hot springs. Camp at foot of pass.
11	Dzagla to Camp ..	16	Steep ascent, two hours to summit, 15,000 feet, then steep afterwards; easy descent past Dumber to Kahgi. Large village, thence to foot of pass, six miles; fuel at camping-ground.

Route 16—concluded.

No.	Stage.	Miles from last stage.	REMARKS.
12	Camp to Rangdum monastery.	20	Four hours, ascent to top of Kangi Pass, 17,000 feet; steep; bad descent; then along southern side of ravine till valley opens out. The Gonpa is on little hill on edge of plain; here join route by Pense Pass No. 15 at stage 14.
	Total ..	142	

NOTE.—There is a direct path from the Leh main road, half-way between Karbu and Lamayuru to Kangi, fording the river 15 times in a few miles.

Route 16a.—Leh to Zanskar.

Map 45 S. E.

Leh—See page 132.

No.	Stage.	Distance miles.	REMARKS.
1	Nimu ..	18	Along main road, rest-house, supplies.
2	Ezas ..	16	Cross Indus below junction with Zanskar river ascend valley, fair path; supplies, village; see also Route No. 16.
3	Drogulkia ..	9	Up Sundah-fu, small village, fuel.
4	Hinju ..	10	Long, easy ascent and descent. Choke La, 13,513 feet; hamlet fuel, grass, water.
5	Phanjila ..	9	Hamlet, f.g.w.
6	Honupatta ..	7	Fair road, pass Sundu at 3 miles village, some supplies, 13,400 feet.

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ROUTE 16a.—concluded.

No.	Stage.	Distance miles.	REMARKS.
7	Photaksar	.. 13	Cross Sirsir La. 16,372 feet, fair road, some supplies, village, 18,900 feet.
8	Yelchang	.. 16	Numerous ascents and descents, cross Singi La, 16,600 feet; village 12,730 feet.
9	Naerang	.. 6	Cross Chochu Bori La at 2½ m. and Zanskar bridge at 5 m., small village.
10	Pangot	.. 10	Camping-ground.
11	Kurma-fu	.. 10	Cross Chelong Labho, 14,530 feet.
12	Zang La	.. 13	Village, some supplies, 11,050 feet.
13	Kursha	.. 12	Cross Luna Sampu bridge; leave Zanskar Valley, turn up Doda Valley.
14	Ating	.. 16	Village supplies.
15	Padam	.. 14	Compare Routes 15, 16, 17.

ROUTE 17—Route from Padam to Leh via Marang La Pass, by N. C. Cockburn, Esquire, 1905.

No.	Padam to	Miles.	Map 46.
1	Raroo	.. 15	Fair level road, bad for ponies in one or two places.
2	Itchor	.. 7	Ditto. ditto. General direction S. E., for three marches.
3	Char	.. 15	Very bad path, in places quite destroyed by avalanches. Cross rope bridge at Jhar.

ROUTE 17—concluded.

No.	Padam to	Miles.	Map 46.
*4	Phooktal ..	6	First 3 miles on loose shale, occasionally very bad, no village, one small one across river.
*5	Gaytah ..	9	Fair road, no village.
6	Mur-shoon ..	16	Bad path at first, then cross rope bridge at Goktung, after which it improves.
*7	Sutak ..	18	Very curious looking galleries over precipices then over flat plateau, and cross river by wood bridge.
*8	Lungturma ..	11	Good road, though hilly; no village, old one destroyed by avalanches and not rebuilt.
*9	Marang La Pass ..	6	Steep rough road, mostly up bed of stream, camp below pass, no village.
10	Camp ..	11	Very steep ascent over pass, the steep descent and down bed of stream, no village.
*11	Loon ..	10	Short steep ascent, then good level path, no village; general direction N. E.
*12	Sangtha ..	8	Fair path, quite fit for yaks and ponies, no village; general direction N. E.
*13	Debring ..	15	Fair path, join Kulu trade route, no village.
14	Gaya ..	15	Good path, across Takaling Pass.
15	Upshi ..	18	Good path, down Gaya Valley chiefly N., Map 45 S. E.
16	Marsalang ..	10	Good path, join Indus Valley.
17	Chushot ..	13	Good path down Indus Valley.
18	Leh ..	12	N. W. Good path.

*No supplies.

Coolies must be taken from Char to Mur-shoon and from there to Sangtha, where they or yaks can be got from Karnak. Notice should be given to the lambardar at Mur-shoon, there may be delay. This route follows the Zanskar river as far as Lungturma and at Loon follows the Tara river.

ROUTE 18—Simla to Leh via Spiti.

No.	Stage.	Miles from last stage.	REMARKS.
	Simla—		
11	Wangtu ..	121	Up Sutlej Valley.
18	Dankar in Spiti ..	61	Crossing Tiri Past, 13,300 feet.
19	Kakja Th. Kaze ..	16	Follow up Spiti river.
20	Kiwar Th. Khyipar ..	12	Ditto.
21	Jughtha Th. Jeigthag ..	12	Ditto.
22	Dutung (?) Camp ..	10	Cross Paraing Pass, 13,000 feet, difficult.
23	Umdung (?) Camp ..	17	Traverse high plateau to stage 31.
24	Norbu Sundo ..	20	From here alternative route to Hanle and Pangong (<i>vide</i> map).
25	Kyangdom ..	11	
26	Karazak Th. Khorzang ..	13	A direct road leaves Puga to the right, crosses Nagpe-gonding Pass 18,000 feet, to camp; thence to Thugie.
27	Puga ..	17	Cross Dopashi Pass, 16,500 feet.
28	Camp ..	13	Cross Polokonka Pass, 10,600 feet.
29	Thugie ..	12	
30	Debring ..	14	From here see Route 13.
31	Gaya ..	16	Cross Taglong Pass, 17,500 feet.
32	Upshi ..	12	Serai; Indus Valley.
33	Marsalang ..	11	Ditto
34	Chushot ..	12	Ditto.
35	Leh ..	10	
	Total ..	430	

This is not a difficult route and horses might usually be ridden. From Wangtu another route to Spiti follows round by the Sutlej valley, *vide* Wilson's Abode of Snow.

From Spiti there is a route closed to Europeans into Tibet.

ROUTE 19.—Leh to Karakorum, Yarkand Route.

No.	Stage.	Miles from last stage.		REMARKS.
	Leh	..	..	See route in text, page 140.
1	Camp	..	8	Shelter hut.
2	Khardong	..	16	Cross Khardong Pass, 17,500 feet hut.
3	Khalsar	..	9	Down steep ravine 2½ hours, left bank of Shayok, 1½ hours, rest-house, supplies.
4	Tegar	..	6	Along Shayok to suspension bridge 3 miles, thence 3 miles to Titri, pretty village, turn up Nubra, 6 miles, monastery, village, supplies.
5	Panimik	..	13	Route up Nubra Valley ; serai.
6	Umlong	..	15	Cross Tilumbuti, 2,000 feet ascent, 700 feet descent, made road, grass, fuel.
7	Tutipalak	..	6	Side nullah.
8	Brangsa Saser River	..	14	Cross Saser Pass, 17,500 feet
9	Bulak-i-Nargo	..	18	
10	Bera Murtze	..	11	
11	Kizil Ali Angur	..	8	
12	Daulat Beguldi	..	14	
13	Brangsa	..	22	Cross Karakorum Pass, 18,200 feet.
17	Shadulla	..	70	On way cross Suket Pass, 18,200 feet.
29	Yarkand	..	240	Two more passes on the way.
	Total	..	477	

An alternative route up the Shayok river avoids Saser Pass and joins the above at stage 10. It crosses the Changla. I am not able at present to say which is the best route. Enquiries should be made from the British Joint Commissioner, Leh.

ROUTE 20.—Payan to Leh by Shayok.

No.	Stage.	Miles from last stage.	REMARKS.
1	Payan to Prahnu ..	12	Cross at stage to right bank; a good deal of cultivation.
2	Prahnu to Turtok ..	12	Keep up left bank, here also a bridge.
3	Turtok to Biagdangdo ..	..	6 hours, coolies needed, cross Chulunka, keep up right bank. One bad parri beyond Chulunka nullah. Then chiefly by river, good camp, village of 30 houses good water, small game in winter, road by river all the way.
4	Biagdangdo to Zdong-polas.	..	About 7 hours, Ponies leave Shayok, ascend side nullah 2 hours, then cross a pass 13,000 feet, then along hillside to small village, no shade, little water, people Buddhist.
5	Zdongpolas to Waris ..	..	About 4½ hours. Ponies along hillside about 2 hours, then a pass, descent, first gradual then steep, into Waris nullah, then ascend ½ hour to village, good supplies, also water and good camping-ground, cross here if river fordable (October to May).
6	Waris to Unmaru ..	..	12 hours. Ponies and zhos, if unable to cross return to last pass, turn S.E., steep bad sandy path 3½ hours along top, then descend to Shayok; thence 4½ hours wearisome sandy plain. Last ½ hour grassy, small game (hares) large village, good supplies, poor camping-ground among huts.
7	Unmaru to Mondari ..	..	About 3 hours (Map Hundar), an easy march, scanty cultivation good camping-ground and supplies, water thick.
88	Mondari to Charas ? ..	..	See page 142. It is well to arrange many days beforehand for a skin raft at Unmaru or Mondari and to go up the front bank.
9	Khartsar to Leh ..	..	Three marches by Khardong or Diger. See route 19 and page 140.

N.B.—A new path, fit for ponies, is entirely on left bank of Shayok.

ROUTE 21—Hassan Abdal to Chilas.

No.	Stage.	DISTANCE.		REMARKS.
		Inter- medi- ate.	Total.	
		Miles.	Miles.	
1	Abbottabad, b.s.	44	..	By tonga; P. T.
2	Mansehra, b.s.c.	16	60	By ekka; bungalow.
3	Jaba, b.s. ..	18½	73½	Ekka to the Ota serai then ride to P. W. D. bungalow.
4	Balakote, s.c. ..	10½	84	Serai, police station, height 3,287 feet, large village.
5	Kuwai, s.b. ..	12½	96½	P. W. D., rest-house.
6	Mahandri, s.b. ..	13	109½	Ditto ditto, 5,154 feet.
7	Khagan, s.c.b. ..	11½	121	Ditto. Height about 6,500 feet, large village.
8	Narang, s.b. ..	14	135	Ditto. Fine forest scenery.
9	Buta Kundi, b.s.	10	145	Ditto. Height about 9,000 feet.
10	Burawai, b. ..	8	153	Ditto. No supplies till Babusar.
11	Basal ..	11	164	Leave forests behind last hamlets; dak hut, block-house.
12	Gittid ..	8	172	Halt here unnecessary, Lalusar.
	Top of pass ..	4	..	Lake on left; hut, 11,000 feet.
13	Babusar, s.c.b.	8	180	Bungalow; cross pass, 13,715 feet; easy gradient, village, 9,200 feet.
14	Singal, s.c.b. ..	13	193	Bungalow, barren valley, large village.
15	Chilas ..	10	203	Fort; P. T. cantonment, 4,000 feet.

This and other Gilgit routes by kindness of Lieut.-Colonel Medley.

Inhabitants of Khagan Valley very unobliging; difficult to get any supplies. The road is good. Much snow from Barawal to Babusar till mid June. Application for use of P. W. D., rest-house should be made to the C. R. E., Abbottabad.

Route open from July 1st to end of October. Water abundant and usually good.

ROUTE 22.—Kashmir to Chilas.

The most direct route is the following : but Shardi can also be reached by following the Kishenganga up from Domel or down from Gurais, also from Shalura by the Pathra Gali. See Route 6.

Map 28.

No.	Stage.	Miles from last stage.	REMARKS.
1	From Sopor to Chogul s.c.	16	In the Kashmir Valley the path to Lolab (see page 107).
2	Chogul to Kombrial, s.c.	16	So far a good level road. This stage is in the Lolab Valley.
3	Kombrial to Camp ..	About 8	The path now leads north up narrow, grassy and wooded valley on the right bank of the Sochar stream; it ascends gradually, then cross to left bank; camp about 9,000 feet.
4	Camp to Camp ..	About 10	A steep ascent to pass, about 11,000 feet with steep descent to valley, camp in upper forest; level.
5	Camp to Shardi, s.c.	About 8	Ascend north-west, cross steep spur and steep descent to Kishenganga by Madmati nullah. Shardi is a small village at the junction. Camp in walnut trees. There is an old mud fort, also an ancient stone temple of the Kashmir type. The river is crossed by a rope bridge, and in winter by a wooden bridge.
9	Shardi to Sangam ..	9	Cross the Kishenganga, then the Sotsuti by wooden bridge, follow left bank; north with gradual ascent; camp; wood abundant.
7	Sangam to Camp (Damelat).	9	Steady ascent, a stream flows in from north-west; keep up branch to the north-east; camp above forest; very rough in places.

ROUTE 22.—*concluded.*

No.	Stage.	Miles from last stage.	REMARKS.
8	Camp to Kamakdori Galli. ..	10	Cross about midway the Kamakdori pass, 13,750 feet; very steep on both sides for 700 feet from summit; snow on north side nearly all the year; open for six months.
9	Kamakdori to Daloi, s.c. ..	15	Rough descent; pass village Niat, 8 miles; thence to Daloi 7 miles, here join Babusar route.
10	Daloi to Chilas, c.s.c.	10	Follow valley 8 miles down to near Indus, then turn left and ascend to plateau on which is fort.

ROUTE 22a.—Kashmir to Chilas by Barei Pass.

Map 29.

No.	Stage.	Miles.	Hours march.	REMARKS.
1&2	Sopor to Kumbrial.	..	..	<i>Vide</i> route 22.
3	Kumbrial to Camp Sidura.	16	7	Cross Kobel Pass, 10,000 feet, 2 hours' descent to a marg, 8,000 feet.
4	Camp to Dach (Machel nullah).	10	44	3 hours' steep down to main nullah frequent fording, a little cultivation, 7,000 feet.
5	Dach to Khel ..	15	5	Ascend 600 feet, then down to Kishenganga bridge, 2 hours along river bank to Khel.
6	Khel to Mori ..	15	66	Turn north-west Domel, 2½ hours' good path, huts. Here at one nullah north-west to Astor, other north-west to Barei Pass. 4 hours' gradual ascent to Mori height 9,800 feet hut.

ROUTE 22a.—concluded.

No.	Stage.	Miles.	Hours march.	REMARKS.
7	Mori to Kalan ..	10	5	Gradual ascent, shelter at a big rock below pass, height 12,600 feet.
8	Kalan to Paloi	20	9	Steep up pass, North and West 50°, 1½ hours, then North and West 30°, 1 hour, top 14,700 feet, turn west down into valley, descend 1,000 feet, then easy valley, grassy, 4 hours to lake, 2½ hours down, cultivation, then pine trees, Paloi 9,450 feet.
9	Paloi to Buner village.	10	4½	2½ hours down to Kilbai village, walnuts, opposite side is Managuch, route to Mazenu Pass (4 days) to Tarshing (see page 172). Then 2 hours on right bank, recross at Buner, height 5,500 feet. View of Nanga Parbat.
10	B. village to Buner Parao.	12	5	Gradual ascent to plateau, then plunge down, cross river (if fordable), follow down to Chilas road and the serai; by the Indus, height 3,200 feet, thence along left bank, sand and stones (see page 223).
11	B. Parao to Chilas.	17	5½	

N.B.—There is a cross road from Buner village to Thak, one long stage with easy low pass.

ROUTE 23.—Sonamarg to Lake Gangabal via Gad Sar.

Four Marches.

1. Start from Thajwas, steep ascent to Laspatri, two and-a-half hours, descent 400 feet to river and cross on snow or bridge, then steady ascent along side of stream for two and-a-half hours, camp at foot of Nich Nai Pass. Juniper for fuel.

2. Steep ascent to top of Nich Nai Pass, height 13,500 feet, then descend on snow slopes, Vishn Sar valley. Cross stream to left bank and gentle ascent to west to Vishn Sar lake, 5 hours.

ROUTES INTO KASHMIR.

ROUTE 23—concluded.

Steady ascent to lake Krishn Sar, 400 feet, and then steep ascent for 1,000 feet up limestone ridge, steep descent to right of small tarn and along narrow valley in westerly direction for two miles to lake Gad Sar. Then turn to north and down Kell Nai valley to mouth of narrow gorge, leading to pass over to Tilel. Time from Vishn Sar 6 hours.

Cross river and ascend steep slope to left for 1,000 feet through birch wood on to green upland shoulder. Wind round to south-west gradually rising to watershed, which is reached in three hours. From here a very slight descent at the top of Charner valley brings you to the path over to Gangabal on the right. A steep climb of 1,500 feet, the last part on snow. Height of pass 13,500. Descend steeply 1,500 feet and then along grassy valley to right to Gangabal lake.

Thence to Tronkol and Wangat or to Chittagul (see page 98). Lightly laden ponies can go during mid-June to end of September.

ROUTE 24.—Gurais to Dras via Tilel.

By author, September 1907.

No.	Name.	Miles.	Hours.	REMARKS.
1	Srinagar to Gurais. Chorwan ..	6	2	At Chorwan bridge, turn down left bank. Camp $\frac{1}{2}$ miles above dirty village in nullah, coolies, supplies.
2	Purana Tilel (8,000 feet).	15	8	Three hours' steep ascent (not passable for laden ponies in wet weather), 3 hours' steep descent to river, 1 hour to Zedgei huts, $\frac{1}{2}$ hour to Camp Purana Tilel, supplies; coolies; camp opposite village.

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ROUTE 24—concluded.

No.	Name.	Miles.	Hours.	REMARKS.
3	Husangam ..	14	6	One hour to Jurinal bridge (route back to Wangat, Kashmir), $\frac{3}{4}$ hour still on right bank to Neru, $1\frac{1}{2}$ hours to Badigam, 1 hour Sardab, $\frac{3}{4}$ Buglinda, then a "parri" or ford and recross by bridge near Husangam, coolies and supplies scanty, one could camp near any of these villages.
4	Abdulhoon (10,000 feet).	12	5	Half hour; ford or parri, Malingam; 1 hour Bodab; 2 hours Gujirind: 1 hour Abdulhoon, camp below get horses and supplies from Gujirind; fair road. From Gujirind a pass to Deosai, 2 days.
5	Camp Cross Pass (13,500 feet).	10	8	Three hours' ascent to a wide meadow Baltal, sometimes Gujars then 1 hour steep, and $2\frac{1}{2}$ hours along grassy slope (snow till August) top of pass, Kawa Bal small tarn, $1\frac{1}{2}$ hours steep down, scanty fuel.
6	Bhotkolan (11,000 feet).	15	8	Eight hours down nullah; frequent fords; stony bad path; some level good grassy bits; a few huts, no supplies.
7	Dras (10,400 feet).	13	5	Two hours over a bad "parri," ponies go unladen and roped; long delay, 1 mile, $1\frac{1}{2}$ hours Mushka village, valley wider, fair path, $2\frac{1}{2}$ hours to Dras rest-house (see page 129).

NOTE.—Tilal ponies climb like cats, some parts of this road are very bad and the fords dangerous. Supplies scanty, on 5th march pass Milnai by which difficult path to Sonamarg 2 days and on north by Kurdgei nullah a Pass to Deosai 2 days.

ROUTES INTO KASHMIR.

ROUTE 25—Gilgit to Nagyr.

No.	Stage.	Miles from last stage.	REMARKS.
1	Gilgit to Nomai, s.c.	17½	Cross the Gilgit bridge; then most of the way across stony plains, following up right bank of Hunza river and then crossing to left bank.
2	Nomai to Chalt, s.c.	15	Another hot, shadeless march camp near fort; height 6,340 feet.
3	Chalt to Gulmat, s.c.	15	Still up left bank; road formerly crossed the spur; 11 miles Nilt Fort (captured December 1891), cross nullah, more cultivation, and a plain; shady camp by village; height 6,600 feet.
4	Gulmat to Tashot, s.c.	6	Three miles on is the fort of Pisam on bank of Hunza river; 2 miles further is village Minappin; then cross nullah, 2½ miles on is Minchar; 1 mile on is Tashot, a small village; height 6,680 feet.
5	Tashot to Nagyr, s.c.	14½	Ascent to Shaiyar, 7,370 feet after five miles, then one mile to Askordas, a large village with good polo ground; 1½ miles on to the Sumaiyar river. On from here much of the way is barren and stony to within the last mile. The direct route from Nagyr to Hunza crosses the Hunza river by a long rope bridge; it is a four hours' walk. From Nagyr to the bridge is 7 miles; thence 3 miles. Behind Nagyr is the Hispar nullah; Nagyr to Rata, 15½ miles; Rata to Gutens Harai, 9½ miles; thence to Bunpuch Harri, 11 miles; on to Hispar 7½ miles. Hispar to Haightum is one long march; and thence across the Nushik La to Ding Bransa one day. This is a climber's pass only practicable about mid-summer (see pages 162-163).

ROUTE 26.—Distance from Gilgit to Bunji *via* Jagrot.

Serial No.	From	To	DISTANCE.		REMARKS.
			Inter-mediate.	Total.	
			Miles.	Miles.	
1	Gilgit ..	Pari Bungalow..	19	..	
2	Pari Bungalow	Jagrot ..	7	26	
3	Jagrot ..	Bunji ..	13	39	

ROUTE 27.—Distance from Babusar Pass to Gilgit *via* Chilas.

1	Babusar Pass	Babusar Bungalow.	6	..	Kashmir Territory and Frontier boundary pillars commence from Babusar Pass. Bungalow, Hot road up stony left bank of Indus, scanty supplies except at Bunji.
2	Babusar Bungalow.	Singal Bungalow	12	18	
3	Singal ..	Chilas Bungalow	9	27	
4	Chilas ..	Bunar Parao ..	16	43	
5	Bunar Parao	Jellipur ..	11	54	Bungalow; 10 miles from Jellipur the river Indus is crossed by a new bridge to R. Bank, thence 8 miles to Thalichi Bungalow, cross river by ferry, thence 8 miles to Bunji. See page 174.
6	Jellipur ..	Leychar ..	14	68	
7	Leychar ..	Bunji ..	14	82	
	Bunji ..	Gilgit ..	35	117	
	Babusar Pass	Abbottabad	131½	..	
	Hassan Abdal	Ditto	43	..	

ROUTE 32.—Distance between Gilgit and Hunza *via* Tashot Bridge.

Serial No.	From	To	DISTANCE.		REMARKS.
			Inter-mediate.	Total.	
			Miles.	Miles.	
1	Gilgit ..	Dawar ..	4	5	Compare Route 25.
2	Dawar ..	Pilchi ..	5	9	Sandy.
3	Pilchi ..	Dak Pari ..	4	18	
4	Dak Pari ..	Nomal ..	4 $\frac{7}{8}$	17 & 17 furlongs	Bungalow, village fort.
5	Nomal ..	Charch Nullah	8 $\frac{1}{2}$	26	
6	Charch Nullah	Kachi Pari ..	3	29	Good path over dangerous parri.
7	Kachi Pari ..	Chalt ..	2 $\frac{7}{8}$	31 & 7 furlongs	Bungalow, fertile villages.
8	Chalt ..	Chalt Village	1	32 furlongs.	Descent.
9	Chalt Village	Chalt Bridge ..	1 $\frac{1}{2}$	33 & 4 furlongs.	A long ascent.
10	Chalt Bridge	Kohar Pari ..	2 $\frac{1}{2}$	36	Cross suspension bridge then cultivation; an ascent and gradual slope.
11	Kohar Pari ..	Nilt ..	5	11	Cross ravine; cultivation whole way.
12	Nilt ..	Thol ..	1 $\frac{1}{2}$	42 x 2 furlongs.	*Pretty village.
13	Thol ..	Gulmit ..	2 $\frac{1}{2}$	44 & 3* furlongs.	Pretty village, glacier close above.
14	Gulmit ..	Passan ..	3 $\frac{1}{4}$	47 & 5 furlongs.	Fine view.
15	Passan ..	Bridge of Passan	6 furlongs	43 3 furlongs.	
16	Passan Bridge	Minapin ..	5 furlongs	49	Good cultivation, open valley; glacier beyond.
17	Minapin	Tashot Bridge	3	52	Descent, by river, if road broken detour

* Chained to the point, Political Officer's Quarters, Bungalow.

ROUTES INTO KASHMIR.

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ROUTE 32—concluded.

Serial No.	From	To	DISTANCE.		REMARKS.
			Inter-mediate.	Total.	
			Miles.	Miles.	
18	Tashot Bridge	Murtazabad ..	3	55	Stony ascent.
19	Murtazabad	Hassanabad ..	1½	50 & 5	
20	Hassanabad	Hassanabad Bridge.	furlongs 3	furlongs. 57	Advancing glacier on left.
21	Hassanabad Bridge.	Aliabad* ..	1½	53 & 4 furlongs.	Far stretching cultivation, many villages. Baltit castle in sight.

ROUTE 33.—Distance to and from Gilgit and Hunza *via* Phakr and Askardas Bridge.

1	Gilgit ..	Tashot Bridge ..	32	..	For distance of the intermediate stations see No. 32.
2	Tashot Bridge	Phakr village ..	2	24	
3	Phakr village	Askardas Fort ..	4	58	
4	Askardas Fort	Askardas Bridge	1	59	
5	Askardas Bridge	Aliabad ..	2	61	Rest-house.

ROUTE 34.—Distance between Gilgit and Baltit (Hunza).

1	Gilgit ..	Aliabad ..	58 & 4 furlongs.	..	As per distance No. 32.
2	Aliabad ..	Baltit† Hunza	4½	63	Residence of Amir of Hunza..

ROUTE 35.—Baltit to Kilik Pass.

1	Baltit ..	Atabad	The path is very rough for five marches owing to 'parris' then though stony it is easier.
2	Atabad ..	Gulmit ..	14½	19½	
3	Gulmit ..	Passu ..	6¾	27	
4	Passu ..	Khaiber ..	10¾	37¾	
5	Khaiber ..	Khudadad ..	11¾	49½	
6	Khudadad ..	Misgar ..	10	56	
7	Misgar ..	Mur Kashi ..	11½	71	
8	Mur Kashi ..	Kilik Pass ..	11	82	

* Chained to point, Political Officer's Quarters, Bungalow.

ROUTES INTO KASHMIR.

ROUTE 36.—Kishtwar to Wardwan, along river. This is a rough village path not fit for ponies. Kishtwar (see Route No. 7 and page 152).

1. **Phalmar**, 6 miles.—Along main road to Kashmir. Cross Chandra Bhaga. Keep up left bank Wardwan river, small village, F. G. and water supplies scarce.
 2. **Ekali**, 14 miles.—Up valley, pass Bandarkut. Supplies as above.
 3. **Sangar**, 16 miles.—Along bend to E., then turn N., huts.
 4. **Hahzal**, 15 miles.—Cross to right bank, hut; recross to left bank, huts.
 5. **Petgam or Marau**, 13 miles.—Cross Farriabad bridge, huts, village, supplies.
 6. **Hajka**, 11 miles.—Up Wardwan valley, huts.
 7. **Inshin**, 9 miles.—Village, supplies. Here join route across Margan Pass.
- Stages 1 to 4 map, 46 then map 45, S. W.

ROUTE 37.—New Route from Srinagar to Chilas.

Serial No.	From	To	Distance	REMARKS.
1	Srinagar	.. Bandipura	Miles. 34	} See page 169.
2	Bandipura	.. Tragbal	11½	
3	Tragbal	.. Zandudi	20	
4	Zandudi	.. Khel	28	About 5 miles from Tragbal take left hand road, continue along top of pass, thence steep descent and camp at entrance to Machal nullah. No supplies. Down Machal nullah cross bridge over river Kishenganga, and down nullah to camp. Khel is a large village and supplies are obtainable.

ROUTES INTO KASHMIR.

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ROUTE 37.—New route from Srinagar to Chilas concluded.

Serial No.	From	To	Distance	REMARKS.
			Miles.	
5	Khel ..	Mori ..	15	Up Khel nullah camp, supplies obtainable.
6	Mori ..	Barei ..	15	Steep ascent, cross Barei Pass 14,700 feet, descent to camp on the maidan, no supplies obtainable.
7	Barei ..	Deung ..	15	Steep ascent to Farsar Pass about 15,000 feet, thence first steep, then gradual descent to camp at top of Niat nullah, no supplies obtainable.
8	Deung ..	Niat ..	4	At present no camping-ground, but new bungalow. Supplies obtainable.
9	Niat ..	Chilas ..	21	About 8 miles down Niat nullah cross bridge and then down left bank of Thak nullah. Singal bungalow at 12 miles.

This route is only open for travellers from about June 15th to October 15th. In August 1920 there was still about 8 miles of snow on the Barei Pass and 3 miles on the Farsar Pass varying from 5 or 6 feet to 40 feet in depth. This however could be crossed at night or early morning. Pack animals can go the whole route. It was proposed to build a bungalow at Barei in the summer of 1921.

ROUTES INTO KASHMIR.

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3. **Sangar**, 16 miles.—Along bend to E., then turn N., huts.
4. **Hahzal**, 15 miles.—Cross to right bank, hut; recross to left bank, huts.
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Stages 1 to 4 map, 46 then map 45, S. W.

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			Miles.	
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7	Barei ..	Deung ..	15	Steep ascent to Farsar Pass about 15,000 feet, thence first steep, then gradual descent to camp at top of Niat nullah, no supplies obtainable.
8	Deung ..	Niat ..	4	At present no camping-ground, but new bungalow. Supplies obtainable.
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ROUTE 38.—Burzil to Dras via the Chota Deosai (Shingo nullah).

(Kindly supplied by Major Yeates, 2/2nd Bombay Pioneers.)

1. **Burzil to Camp**, 11 miles, 5 hours.—Follow Deosai route to Skardu until Chota Deosai valley is reached, 5 miles. Turn S. E. and follow left bank of Shingo river for 6 miles. Camp anywhere. No fuel.
2. **Camp 2 to Botokul nullah**, 10 miles, 4½ hours.—Continue along left bank, easy going. Path crosses to right bank to Shingo just before junction with Botokul. If Botokul fordable it is advisable to cross and continue march for 3 miles; otherwise halt on left bank of Shingo and cross next morning. Brushwood for fuel. Path from Minnimarg via Nagai nullah joins here; passable for ponies in fine weather.
3. **Botokul to Gultari**, 17 miles, 9 hours.—March along right bank of Shingo. Fairly level for 3 miles, then path runs along face of cliff in several places. At 8 miles ford a stream. Path continues alternating across level and along "parris," passable for laden ponies. At 13 miles ford stream 2 feet deep. Camp above village. Change ponies here. Rope bridge across Shingo river.
4. **Gultari to Camp 4**, 10 miles, 5 hours.—Two hours along right bank of Shingo to Gon, village in ruins. Turn up nullah to South; after 3 hours ford stream. Continue up right bank of stream and camp about 12,500 feet. Rough going. Fuel available.
5. **Camp 4 to 5**, 12 miles, 6 hours.—Continue up right bank of stream. Rough in places. After 3 hours turn E. path goes along gentle slope covered with rough stones. 4½ hours reach top of pass 15,600 feet. Steep descent to camp about 13,000 feet, fair track. Fuel available.
6. **Camp 5 to Dras**, 9 miles, 5 hours.—Follow course of stream, fording it right bank after ½ hour, and recrossing to left after 1½ hours. Rough going over rocks and snow bridges (middle of August). After 3 hours path ascends about 500 feet on left bank and runs along face of slope until it reaches small plateau thence it descends to Dras, for 1 hour.

Above route passable throughout for laden ponies from middle of July onwards.

ROUTE 39.—Kargil to Indus Valley via Hanboting La
(see also page 169).

Map sheet 52 B. (Preliminary edition) 1928, 4 miles to inch.
Kargil to Lalun.—Laden ponies cannot cross Suru river by lower bridge but must use the suspension bridge. Pedestrians save time by using the lower bridge. Route up nullah to top of pass (apprx. 14,500 ft.). From top of pass two paths descend, one direct to Lalun. The other descends to the right. Take the latter to the Lalun nullah.

Go up stream half a mile to coming ground with spring of good water.
Lalun to Urdas.—Coolies essential. Descend Lalun nullah by left bank for ¾ distance, passing several villages. Cross to right bank and climb until Indus Valley is reached. From the corner the Urdas bridge can just be seen. Ascend left bank of Indus, to the bridge. Cross to right bank and camp at Urdas.

ROUTES.—As follows may be found in "Routes in the Western Himalayas, Kashmir, etc.," Survey of India, Dehra Dun, by Major Kenneth Mason, M.C., R.E., Rs. 6.

Price 8 annas.

Bhadarwah to Madhopur <i>via</i> Basaoli	..	Page	6
Chini to Spiti <i>via</i> Sutlej and Para	..	..	11
Dalhousie to Chamba (two routes)	..	..	14
Dalhousie to Dharamsala <i>via</i> Chuari	..	..	15
Kangra to Kulu (Sultanpur), two routes	..	..	32-33
Kishtwar to Lahoul (Kailang <i>via</i> Chandra Bhaga Valley)	..	..	35
Leh to Losar (Spiti)	..	..	47
Spiti to Pangong Lake	..	..	107
Sultanpur to Spiti	..	..	116
Dras to Skardu, 104 m. after	..	..	Page 116
Gurais to Kargil, Route 62	..	..	156
Gurais <i>via</i> Shingo Valley, Route 63	..	..	159
Islamabad to Amarnath, Route 65	..	..	161
Gilgit to Skardu <i>via</i> Nagar, Route 71	..	..
Kapalu to Leh, Route 74	..	..
Skardu to Askole, Route 76	..	..	194

APPENDIX II.

MOGHAL GARDENS IN KASHMIR.

Before the visitor comes to Kashmir he should read Mrs. Villiers Stuart's "The Gardens of the Great Moghals" and visit at least one of the Moghal Gardens in the plains at Agra, Delhi or Lahore. The Moghals were great garden-lovers and were much handicapped at first by lack of water in India. They disliked heat, strong winds and dust and escaped from these in their gardens. They had to bring water from great distances. In the earlier gardens the water-courses were small, the garden consisted of four square plots divided by straight cross-paths, gradually the complicated gardens were evolved with broad water-courses, high water chutes, large banks and Turkish baths. Every Moghal garden was absolutely symmetrical and the water-courses were lined with cypresses and other trees. In the spring the gardens were covered with flowers especially with thirty-two kinds of tulips, the designs resembled those of a carpet. The gardens were emblematic of paradise and the maulvies attached mystical meanings to the trees. At immense expense the long terraces were constructed and nearly every garden was longer than at present, the modern roads pass through the lowest terrace which used to be approached from the lake. The design of the Shalamar differs from the Nishat because the former is a royal garden and consisted of a garden for the court nearest the lake and another for the Emperor and the third for the ladies.

Akbar the contemporary of Elizabeth made the Nasim Bagh.

Jehangir, the contemporary of James I, made Shalamar in 1619, Achchibal and Verinag; his prime minister and father-in-law Asaf Khan, the Nishat Bagh (*vide* gardens of the Great Moghals, Chapters VII and VIII). Every one should go for a picnic to Chashma Shahi. Beside these gardens there are many ruined gardens especially on the route to Jammu (*e.g.*, Bijbehara), in most cases they mark the royal camping grounds built for the convenience of the court to and from the plains.

Other gardens are to be found at—

1. Nageem, commanding a magnificent view of the Takht from the further end of Sainundar Kol.
2. Hazrat Bal, where there are oval stone basins carved with figures of fish, ducks and herons.
3. Darogha Bagh, on Manasbal Lake built for Nur Jahan.